

# Attachment D

Agency and Public Coordination Summary

April 2020





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# 1. Introduction

The I-25 Central Planning and Environmental Linkages (PEL) Study (the “Study”) included rigorous agency and public coordination through many different approaches. The process included creating a coalition of stakeholders; gathering public input; and ensuring community involvement, education, and outreach. The PEL deliverables and milestones were developed by a multi-disciplinary group of stakeholders and agencies, and alternatives for improvements were vetted through coordination with stakeholders. The Study’s communication strategies were evaluated throughout the I-25 Central PEL to improve outreach to and input from stakeholders and the public.

Public engagement goals were to:

- Increase public and stakeholder awareness of issues concerning the I-25 Central corridor
- Implement a public-education campaign
- Develop a plan that balanced and integrated competing needs
- Listen to stakeholders and get support for potential improvements
- Establish public confidence in Colorado Department of Transportation (CDOT) and the PEL process
- Identify critical issues and problems as early as possible
- Determine the proper level and means of public involvement in the PEL and future projects



Overview of public involvement for the Study

## 2. Stakeholder Interviews

Understanding ideas, perspectives, and needs of key stakeholders in the corridor was critical for broadly supported decisions. At the start of the project, approximately 20 interviews were conducted with key stakeholders to understand their respective interests, goals, issues, and desired outcomes for the PEL. Groups and individuals interviewed included:

- Auraria Campus
- Colorado Transportation Management Center
- Denver Aquarium
- Denver Broncos
- Denver City Councilmembers (Albus Brooks, Rafael Espinoza, Paul Lopez, Deborah Ortega, Jolon Clark)
- Denver Community Planning & Development
- Denver Mayor's Office
- Denver Metro Chamber of Commerce
- Denver Office of Economic Development
- Denver Police Department
- Denver Public Works
- Denver Traffic/Intelligent Transportation Systems (ITS)
- Elitch Gardens
- Greenway Foundation
- Mile High Ministries/Joshua Station
- Metro Stadium District
- Pepsi Center
- Regional Transportation District (RTD)

The stakeholder interviews made up a primary component of the PEL's assessment, to understand key issues in the corridor and to build relationships. These interviews are included in Appendix A. Many of the interviewees went on to serve in the Stakeholder Focus Group (see below for a list of SFG members). Additionally, the input received in interviews contributed to the development of the Purpose and Need, evaluation criteria, and range of alternatives.

Key themes that emerged from these interviews included the following:

### Vision

- Improve mobility
- Reduce congestion
- Increase travel time reliability
- Support multi-modal uses
- Consider broader network, beyond I-25 mobility
- Support socio-economic development

### Mobility

- Reduce congestion near Empower Field at Mile High Stadium
- Reduce congestion at Speer Boulevard and 20th Street interchanges
- Installation of Road Side Units (RSUs) to collect data from vehicle transmission systems (such as dedicated short-range communications radios)

- Improve mobility on US 6/6th Avenue
- Congestion spikes from special events

### Safety

- Improve predictability and signing to reduce potential confusion of drivers
- Develop a functional facility for emergency responders to turnaround on I-25
- Address speed differential crashes
- Prevent distractions prompted by observing accidents and pull overs on I-25
- Reduce crashes on the on-ramp to northbound I-25 and eastbound/westbound I-70
- Pedestrian safety around Auraria Campus and Pepsi Center
- Improve safety at Speer and 20th Street
- Address issues of weaving

## Neighborhoods

- Consider the character of neighborhoods
- Maintain or improve access to I-25 for residents
- Include communities of concern west of I-25
- Joshua Station should be considered for impacts

## Land Use

- Coordinate with the process to amend the Downtown Area Plan and the Denver Moves Downtown plan
- Create more building diversity
- Reduce land take of interchanges (tight diamonds as opposed to cloverleaves)
- Industrial properties near South Platte River may have ground contamination
- Insufficient room to add lanes due to South Platte River and railroads

## Communication Protocols

- Include public involvement when alternatives are ready to be considered

## Multi-modal, Transit and Rail

- Improve multimodal crossings across I-25
- Build a bicycle/pedestrian crossing across I-25 at Crescent Park
- Create infrastructure that supports efficient and reliable transit operations
- Improve bicycle/pedestrian access at 23rd Avenue and Water Street

## Timeline

- Timeline to go from study to improvements should not be too long

## Outside Initiatives and Factors to be Considered

- GO Bond
- Alameda Underpass
- Central Street Promenade
- Sidewalk and mobility improvements
- Locations adjacent to the corridor
- PEL should advance Mayor's Office's Mobility Action Plan goals
- New TIF being established to redevelop area near Broadway and I-25
- Santa Fe Business Improvement District (BID)
- I-70 Central lessons learned
- Smart 25 lessons learned
- Valley Highway 2.0 Environmental Impact Statement (EIS)

## Freight

- Truck restrictions / use in Express Lanes
- Eliminate congestion pricing
- Tunnels and viaducts have hazmat limitations and I-25 is currently the oversize/overweight (OS/OW) and nuclear route
- Different truck types (long-haul v. local delivery) face different travel challenges

# 3. Agency Coordination

A combination of committees and working groups were developed to provide meaningful involvement in the project and to make the best use of participants' time. The I-25 Central PEL Study team's activities were organized around issue/participant-specific groups and committees. In addition to committee and working group meetings, other meetings were planned to engage and communicate with both the general public and issue-specific groups.

Four primary groups were engaged in regular meetings to advise on the PEL Study progress, findings, and recommendations: the Project Status Group (PSG), Project Management Team (PMT), Technical Advisory Committee (TAC), and Executive Oversight Committee (EOC). In addition to external agencies, CDOT and Federal Highway Administration (FHWA) management and specialty staff

participated in the TAC and met regularly throughout the PEL Study, working as a blended team with consultants to streamline and accelerate the Study.

### 3.1. Project Status Group

The PSG was made up of a core group of PEL leaders who met monthly in order to ensure the project was on schedule, on budget, meeting its deliverables, and to consider how issues will impact these aspects of the PEL and strategies to address them. The PSG was made up of CDOT staff and consultants.

### 3.2. Project Management Team

The PMT conducted project management and project-level decision-making of the project. The PMT met monthly to discuss all study disciplines including public involvement, traffic, environmental, engineering, and planning, in order to develop strategies and make decisions on technical and communication actions of the PEL.

The PMT provided guidance to transportation working groups and consultants regarding technical and communication activities and to study leaders regarding project-level updates, decisions, and needs.

The PMT included: CDOT, Denver, FHWA, and consultants.

### 3.3. Technical Advisory Committee

The study included the guidance of a TAC to provide the study and project team with technical input. The TAC included representatives from:

- CDOT Division of Transportation Development
- CDOT R1 Engineering
- CDOT R1 Environmental
- CDOT R1 Planning
- CDOT R1 Public Information
- CDOT R1 Traffic
- Denver Community Planning and Development
- Denver Parks and Recreation
- Denver Public Works
- Colorado Motor Carrier Association
- Denver Regional Council of Governments (DRCOG)
- FHWA
- RTD

The TAC provided guidance in developing PEL deliverables including:

- Purpose and Need statement
- Evaluation criteria
- Range of alternatives
- Alternatives evaluation and screening
- Stakeholder engagement approach

The TAC met on these dates: February 1, 2018, October 26, 2018, and March 7, 2019.



### 3.4. Executive Oversight Committee

The EOC operated in order to resolve issues, make decisions on policy issues, and provide feedback on the status of activities and decisions. The EOC was made up of policy-level representatives of Denver, CDOT, DRCOG, and FHWA.

The EOC provided concurrence to the Study on these milestones and deliverables:

- Purpose and Need statement
- Evaluation criteria
- Range of alternatives
- Alternatives evaluation and screening

The EOC met on the following dates: May 25, 2018, November 30, 2018, April 5, 2019, and November 5, 2019.

### 3.5. Other Agency Coordination

The PEL coordinated with multiple organizations, offices, and agencies over the course of the PEL in a variety of methods including issue-specific meetings; key stakeholder interviews; and PMT, TAC, EOC, and SFG meetings. Other agencies the PEL coordinated with include:

- |   |                              |
|---|------------------------------|
| • Auraria Higher Education Campus           | • Denver Public Works        |
| • Denver City Council                       | • Denver Traffic / ITS       |
| • Denver Community Planning and Development | • DRCOG                      |
| • Denver Housing Authority                  | • Freight Advisory Committee |
| • Denver Mayor's Office                     | • FHWA                       |
| • Denver Metro Chamber of Commerce          | • RTD                        |
| • Denver Parks and Recreation               | • Xcel Energy                |
| • Denver Police Department                  |                              |

## 4. Public Involvement

In order to understand the needs of the communities in and around, and users of, the I-25 Central Corridor, the PEL engaged with stakeholders from diverse geographies, interests, and sectors. The PEL sought to establish and maintain an active, informed, and influential stakeholder base for the duration of the project.

Stakeholders included: bike and pedestrian users, businesses, cultural and historic preservation, community and neighborhood associations, elected officials, freight, environmental and recreational advocates, landowners, railroads, and sports venues.

Engagement approaches included digital and in-person activities in order to have a range of options available to stakeholders to engage in the PEL. Engagement activities included: stakeholder interviews, a charrette (Innovative Brainstorming Workshop), SFG, attending/presenting at community organization meetings, a study website, online comment and question form, email/phone, an online survey, and a public meeting.

## 4.1. Stakeholder Focus Group

The SFG consisted of experts, advocates, and community members that were charged with providing input on the project's processes and outcomes. Meeting summaries from SFG meetings are included on the project website, <https://www.codot.gov/projects/i-25-santa-fe-20th-street-pel/public-involvement>.

The primary responsibilities of the SFG were to provide input on the project development process, assist with the creation and analysis of project alternatives, and raise important community and project-related issues. The SFG served as a platform for (1) understanding all stakeholders' uses of the corridor, (2) providing all stakeholders the same information on the PEL, (3) obtaining stakeholders' feedback on the PEL, and (4) seeking to develop mutual gains and opportunities among various stakeholders. SFG members were expected to reach out to their constituents and be a local resource for sharing planning and PEL information with others in the community.

The SFG included representatives from:

- Athmar Park Neighborhood Association, Ken Knoblock
- Auraria Campus, Carl Meese, Barb Weiske
- Dazbog Coffee, Max Mattison
- Baker Neighborhood Association, Tim Lopez, Keven Sniokaitis
- Citizen/Subject Matter Expert, Kathleen Osher
- Denver Aquarium, Chad Ashley
- Denver Broncos, Mac Freeman, Austin Zilis
- Denver Children's Museum, John Handwork
- Denver Housing Authority, Stella Madrid, Chris Spelke
- Denver Inter-Neighborhood Cooperation, Ean Tofoya, Geneva Hooten
- Downtown Denver Partnership, Andrew Iltis, Adam Perkins
- Elitch Gardens, Rhys Duggan
- Greenway Foundation, Jeff Shoemaker
- Highland United Neighbors Inc., Tim Boers, Melissa Traynham
- La Alma/Lincoln Park Neighborhood Association, Dave Keough, Christine Sprague
- Lower Downtown Neighborhood Association, Andy Davis, Jack Tone
- Metropolitan Football Stadium District, Matt Sugar
- Pepsi Center, David Foster, Michelle Berger
- Jefferson Park United Neighbors, Jeff Archambeau, Michael Guietz
- Joshua Station, Amy Jackson
- Mile High Ministries, Jeff Johnsen, Dylan Skeadas
- Santa Fe Drive Redevelopment Corporation, Andrea Barela
- Sportsfan Shops, Derek Freeman
- Sun Valley Community Coalition, Jeanne Granville
- Union Station Advocates, Jim Graebner
- Valverde Neighborhood Association, Maureen McCanna, Yara Vaneau
- Walk Denver, Jill Locantore
- West Corridor Transportation Management Association, Mike Hughes

SFG meeting dates included: July 12, 2018, December 13, 2018, April 18, 2019, and November 14, 2019.

## 4.2. Public Meeting

The Study held a public meeting at Riverside Church on June 6, 2019. In the meeting, the public reviewed and provided input on the alternatives and evaluation process. The public was able to directly interact with the Project Team, who staffed information tables, answered questions, and listened to input.

The meeting used an open house format with display boards, videos of the PEL process, and information stations hosted by I-25 Central PEL Study Team members. The stations were: Alternatives and evaluation, Bike and pedestrian, Environmental resources, Land use and community, Traffic and safety, and Transit.

The public was encouraged to provide comments and to complete the online survey. A summary of the meeting and exhibits are provided on the project website, <https://www.codot.gov/projects/i-25-santa-fe-20th-street-pel/public-involvement>.

## 4.3. Tools and Techniques

Various tools and techniques were used to obtain input on the project. They are described in the following subsections.

### 4.3.1. Website

Throughout the PEL process, project-relevant content was produced and managed on the project website: <https://www.codot.gov/projects/i-25-santa-fe-20th-street-pel>. The website was launched on January 4, 2018 and received 4,266 visits over the course of 2 years. The website content fulfilled the purpose to:

- Explain and illustrate the PEL process, purpose, and needs
- Provide opportunities for stakeholder input through the website comment form, project email, project phone number, the survey in Winter and Spring 2019, and the public meeting in June 2019
- Inform stakeholders on schedule, public involvement, and findings
- Answer frequently asked questions
- Link to relevant documents and related projects and studies

### 4.3.2. Project video(s)

Two videos were used to help inform stakeholders of the PEL process and the I-25 Central PEL Study.

The first video, titled “I-25 Central Planning and Environmental Linkage (PEL) Study” was displayed on the project webpage and hosted on CDOT’s YouTube account:

<https://www.youtube.com/watch?v=u3n483CdWDk&feature=youtu.be>. It was published on May 31, 2018. At the time of writing, the video had 890 views and 4 comments.

The second video, titled “What is a Planning & Environmental Linkages Study?” was shown to stakeholder groups and community meetings to provide an overview of the PEL process. The video is hosted on CDOT’s YouTube account: <https://www.youtube.com/watch?v=PaXq23f59m4&t=4s>. It was published on October 4, 2018. At the time of writing, the video had 408 views and 0 comments.

### 4.3.3. Email distribution list

The email distribution list was developed throughout the PEL process. The PEL completed with 434 email addresses on the distribution list. Email blasts included:

**March 8, 2019** to provide an update on the alternatives evaluation, promote the survey, and inform stakeholders that a public meeting was being planned for summer. The March email had an open rate of 59.6% (205 individual opens) with a 16.6% click rate (57 link clicks).



Even in the snowiest time of the year, like the people of Denver and Colorado, the I-25 Central PEL plows onward. We've met with a lot of people and heard a lot of ideas on how to improve I-25 Central for the highway's users and the communities' members. We've taken all those ideas - everything from rerouting or realigning the highway, adding lanes, removing lanes, increased transit, using technology - and are in the process of analyzing them.

[Learn More](#)

**April 25, 2019** to announce the public meeting. The April email had an open rate of 49.5% (198 individual opens) with a 11.5% click rate (46 link clicks).



The Colorado Department of Transportation invites you to a public meeting for the I-25 Central PEL, which looks at improvements from Santa Fe Drive to 20th Street.

[Learn More about the Project](#)

**June 3, 2019** to remind stakeholders of the public meeting. The June email had an open rate of 48.6% (202 individual opens) and a 6.7% click rate (28 link clicks).



The Colorado Department of Transportation invites you to a public meeting **on Thursday, June 6**, for the I-25 Central PEL, which looks at improvements from Santa Fe Drive to 20th Street. The meeting is an open-house format, so come by any time **between 5:30 - 7:30**.

**September 16, 2019** to provide stakeholders updated FAQs. The September email had an open rate of 48.6% (202 individual opens) and a 6.7% click rate (28 link clicks).



The Colorado Department of Transportation invites you to a public meeting **on Thursday, June 6**, for the I-25 Central PEL, which looks at improvements from Santa Fe Drive to 20th Street. The meeting is an open-house format, so come by any time **between 5:30 - 7:30**.

#### 4.3.4. Online survey

The online survey was hosted on SurveyMonkey between January and June 2019. The survey received 1,425 responses to questions around frequency of use, types of use, and reasons for use of I-25 Central. In addition, the survey included three open-ended questions asking:

- What other issues should we consider?
- Any additional feedback for us?
- Do you have any other questions about the study?

The three questions received a total of 1,873 individual responses, of which

- 53% live in Denver County (723 responses)
- 58% work in Denver County (746 responses)
- 16% work in Arapahoe County (205 responses), and
- 9% live in Jefferson County and 9% live in Douglas County (241 responses)

Additional counties where survey respondents live or work include: Adams, Arapahoe, Boulder, Broomfield, Clear Creek, Elbert, Eagle, El Paso, Fremont, Gilpin, Grand, Larimer, Logan, Mesa, Pueblo, Summit, Weld, and Teller.

The survey was distributed by organizations with networks surrounding the Denver Metro area including:

- Auraria Higher Education Campus
- Denver South TMA
- CDOT's Facebook
- American Planning Association Colorado
- RTD
- Metro North Chamber of Commerce
- Smart Mobility Metro North
- Transportation Solutions Foundation
- West Corridor TMA
- WTS Colorado (Women in Transportation Seminar)

Appendix B includes analysis of the stakeholder survey comments.

#### 4.3.5. Group Presentations

The Study met with several community and stakeholder groups to present information on the I-25 Central PEL and to understand the unique interests of the stakeholders. Community and stakeholder group meetings included:

- Jefferson Park United Neighbors (May 8, 2018)
- Colorado Motor Carriers Association (December 11, 2018)
- Lower Downtown Neighborhood Association (December 17, 2018)
- Downtown Denver Partnership (September 26, 2018)
- DRCOG (October 22, 2018)

- Freight Advisory Council (January 23, 2018)
- Xcel Energy (December 17, 2018)
- Colfax BID (December 7, 2018)
- Children’s Museum (January 3, 2018)
- Valverde/Athmar Neighborhood Organization (February 26, 2018)
- Sun Valley Community Coalition (March 5, 2018)
- Baker Historic Neighborhood Association (March 12, 2019)
- INC (Inter-Neighborhood Cooperation) (March 14, 2019)

## 5. Public Comment Summary

The PEL provided stakeholders multiple ways to provide comment and ask questions (beyond during presentations, meetings, and the survey), including via phone, email, and a website comment form. In total, 74 comments were received from stakeholders. A summary of these comments is included in Appendix C.

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**Appendix A**  
**Stakeholder Interview Summaries**

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## Appendix A Stakeholder Interview Summaries

**Table of Interviewed Stakeholder Groups**

Stakeholder Group	Date	Contact
CCD, Traffic/ITS	Sept. 13, 2017	Michael Finocchio, CCD
CCD, Community Planning & Development	Sept. 13, 2017	Brad Buchanan, CPD Executive Director; Steve Nalley, CPD Planning Manager
CCD, Mayor's Office	Sept. 25, 2017	Diane Barrett, Chief Projects Director; Tykus Holloway, Deputy Chiefs Project Director
CCD, Public Works	Sept. 27, 2017	Lesley Thomas, City Engineer
CCD, Denver Public Works	Sept. 28, 2017	Crissy Fanganello, CCD
RTD	Oct. 25, 2017	Lee Cryer, RTD
Denver City Council	Nov. 2, 2017	Paul Lopez
Denver City Council	Nov. 2, 2017	Rafael Espinoza
Metro Stadium District	Nov. 7, 2017	Matt Sugar
Greenway Foundation	Nov. 6, 2017	Jeff Shoemaker
Mayor's Office of Economic Development	Nov. 6, 2017	Jeff Romine; Turid Nagel-Casebolt,
Denver City Council	Nov. 15, 2017	Deborah Ortega
Denver Police Department	Nov. 20, 2017	Officer Kyle E. Damrell
Denver City Council	Nov. 21, 2017	Albus Brooks
Elitch Gardens	Nov. 28, 2017	Rhys Duggan, Revesco Properties; Ann Bowers, Fehr and Peers
Mile High Ministries, Joshua Station	Dec. 11, 2017	Amy Jackson, Joshua Station; Jeff Johnsen, Mile High
Denver Metro Chamber of Commerce	Dec. 11, 2017	Mizraim Cordero; Bridget Garcia; Dorothy Ostrogorsky; Nick Colglazier
Denver City Council	Dec. 13, 2017	Jolon Clark
Colorado Transportation Maintenance Center	Dec. 20, 2017	Lisa Streisfeld; Ryan Tyler; Kevin Devine; Beth Ondrak; Peter Igel
Pepsi Center	Jan. 19, 2018	David Foster; Bruce Glazer; Jim Martin; Mathew Hutchings; Stephen Stienecker
Auraria Campus	Jan. 31, 2018	Barb Weiske
Denver Aquarium	Apr. 4, 2018	Chad Ashley; Don Rakoski

## Meeting Notes

### Stakeholder Interview Notes City and County of Denver – Traffic/ITS

Location: Webb Building 5.G.5

Date/Time: September 13, 2017 4-5 PM

#### Attendees

Michael Finocchio, CCD Public Works  
Jennifer Hillhouse, CCD  
Jason Longsdorf, HDR

#### Agenda

1. Present Project Overview
2. Discuss PW Traffic’s study area concerns and considerations
3. Determine appropriate study involvement and project team follow up with PW Traffic and ITS

#### Action Items

Action Item	Responsibility	Deadline
<b>Michael asked if we could tell him who owns the HOV ramps – RTD or CDOT</b>	Jason Longsdorf	End of September

#### Notes

Jason provided a project overview including a description of the PEL process and the study area.

Michael described several locations where Denver Traffic would like to see physical or operational improvements.

- 1) The interchange of I-25 at Park Avenue, Fox and 38<sup>th</sup> particularly the on-ramp to NB I-25 and EB/WB I-70. This is a high accident location which would benefit from a longer ramp.
- 2) The on ramp from Speer to NB I-25 would operate better with 2 lanes – even if they only opened the second lane after Pepsi Center events. He does not think this would cause problems on the mainline since these events typically release after peak hour.
- 3) When considering the reconstruction of 23rd Avenue bridge, note that is often closed during special events in order to improve mainline and local road operations. The NB to EB exit here is problematic due to high speed I-25 traffic having to slow dramatically ahead of the pedestrian crossing.
- 4) He likes the idea of providing express lanes on the I-25 mainline but that could start at Broadway.
- 5) He is also very intrigued to learn from the Smart 25 (Managed Motorways) implementation further south on I-25 to assess that type of operational improvement.
- 6) An idea he would like us to consider is whether the HOV ramp at 19<sup>th</sup> could be modified to allow two way access – so that it could provide access onto 19<sup>th</sup> in the morning and egress in the evening. He also asked if we could tell him who owns the HOV ramps – RTD or CDOT.
- 7) In assessing the Colfax interchange it appears that the lower Colfax access point to SB I-25 is unmanaged and he suggested that be closed except for special events.

- 8) He is very interested in the opportunity to install “roadside units” (RSU’s) on signal poles or along the road side to collect data from vehicle transmission systems. Because manufacturers are soon expected to be required to install dedicated short-range communication (DSRC) radios into new vehicles, he thinks this provides a great opportunity to begin to harness this information probably starting in about 2020.
- 9) Wes Marshall (CDOT ITS manager) would be a great contact for us to work with as we assess technology solution opportunities for the corridor.
- 10) We should consider partnering with Denver Traffic to make sure our planning and implementation strategies are in line with the Smart City strategies they are moving forward.

Michael would like to be involved on Technology Working Group.

## Meeting Notes

### Stakeholder Interview Notes City and County of Denver - CPD

Location: Webb Building 2.E.2

Date/Time: September 13, 2017 9-10 AM

#### Attendees

Brad Buchanan, CPD Executive Director  
 Steve Nalley, CPD Planning Manager  
 Steve Sherman, CDOT Project Manager  
 Carrie Wallis, Atkins  
 Jennifer Hillhouse, CCD  
 Jason Longsdorf, HDR

#### Agenda

1. Present Project Overview
2. Discuss CPD's study area concerns and considerations
3. Determine appropriate study involvement and project team follow up with CPD

#### Action Items

Action Item	Responsibility	Deadline
<b>Provide demographic data to Steve Nalley to review for Denver recommendations of TAZ data changes</b>	Jason Longsdorf	End of September
<b>Contact Brad and Steve at key milestones to offer an opportunity to provide meaningful input prior to final decisions.</b>	Jennifer Hillhouse	TBD

#### Notes

Steve, Jason and Carrie provided a project overview including a description of the PEL process and the study area.

Steve and Brad used a real mapping to review the corridor and identify important sites along the corridor that the study team should consider.

- Sun Valley – Denver Housing Authority has plans for continued development in this area. The CDOT team should contact Ismael Guerrero if additional details are needed. Sue Powers is completing development of “Steam on the Platte” in this area.
- Mile High Stadium – The Broncos organization has plans for redevelopment of the parking lots – particularly those south of Colfax. Though this is unlikely to directly affect I-25 it may change travel patterns or volumes in this area.

- “Fox Island” north of the 38<sup>th</sup> and Fox intersection is expected to grow significantly and should be closely assessed when reviewing DRCOG population and employment data.
- Elitch’s is expected to redevelop in the next 5-10 years. The parking lots may redevelop first and then the amusement park may be closed or relocated. It is currently owned by Stan Kroenke and Reese Duggin.
- Tillman is the representative for the Downtown Aquarium site which is owned by Landry’s. They have plans for development of their parking lots so it will be important for any highway designs to be mindful of impacts through that area.
- The Burnham Railroad Yard has been fully decommissioned and is ripe for redevelopment though there will likely be concerns about environmental contamination and connectivity to the local roadway network. With the railyard gone, the city does not need the 8<sup>th</sup> Avenue viaduct and that could be reconstructed as an at grade roadway – except in the short stretch to get across the CML.
- Joshua Station near 8<sup>th</sup> and I-25 is a homeless rehabilitation center in an old motel and should be avoided or provided careful consideration for any potential impacts.

The project should coordinate with the process to amend the Downtown Area Plan and the Denver Moves Downtown plan.

Key issues for CPD include a desire to look at any ways to reduce the land take of the interchanges through downtown, specifically analyzing opportunities to reconstruct them as tight diamonds instead of cloverleaves. CPD would also appreciate any opportunities the project can identify to provide flexibility for transit and multi-modal solutions.

For coordination, CPD can provide staff to participate in specific technical working groups. In addition Brad and Steve would like to have an opportunity to meet with the team to provide meaningful input at key milestones.

## Meeting Notes

### Stakeholder Interview Notes City and County of Denver – Mayor's Office

Location: City and County Building, Room 353

Date/Time: September 25, 2017 9-10 AM

#### Attendees

Diane Barrett, Chief Projects Officer  
 Tykus Holloway, Deputy Chief Projects Officer  
 Steve Sherman, CDOT  
 Jennifer Hillhouse, CCD  
 Jason Longsdorf, HDR

#### Agenda

1. Present Project Overview
2. Discuss Mayor's office's study area concerns and considerations
3. Determine appropriate study involvement and project team follow up

#### Action Items

Action Item	Responsibility	Deadline
<b>Schedule interviews with three Lopez, Ortega and Espinoza</b>	Jennifer Hillhouse	October 2017
<b>Follow up with Crissy and Emily about their noted projects</b>	Jennifer, Jason and Steve	To occur as part of scheduled Sept 28 meeting
<b>Contact Mike Harmer to provide a project update and collect relevant information about Broadway area work</b>	Jennifer Hillhouse	October 2017

#### Notes

Steve and Jason provided a project overview including a description of the PEL process and the study area.

Diane and Tykus shared thoughts about other projects that should be considered during the PEL study.

1. Several GO Bond projects could have implications on the PEL Study area if that is approved by voters in November.
  - a. The Alameda Underpass has \$7M for bike, ped and ADA improvements as well as some improvements to the façade.
  - b. Central Street Promenade improvements estimated at \$850K are programmed for work that is largely within CDOT ROW. Councilman Espinoza is very interested in these.
  - c. Several sidewalk and mobility improvements will be funded to be implemented by Emily Snyder's group.
  - d. Several other locations adjacent to the study area may also see bond funded improvements.





2. Washington Street north of I-70 and parallel to I-25 is being improved and this project is a high priority of Councilwoman Ortega.
3. The area around Fox and 38<sup>th</sup> is an area of concern. Impending development near the rail station will put additional pressure on the at-grade intersection and the interchange functions in this area.
4. Brighton Boulevard is an area of significant investment by the City and any I-25 mainline modifications that impact that should be closely reviewed with City staff.
5. Public Works is constructing a new 8<sup>th</sup> Avenue bridge over the South Platte River and a realignment of 13<sup>th</sup> Avenue through Sun Valley.
6. The area around Broadway and I-25 is changing.
  - a. Mike Harmer could provide additional detail about the work on Broadway that was recently completed and the upcoming SB to SB on ramp construction.
  - b. There is a new TIF being established for the benefit of the redevelopment of the private land (former Gates site and Broadway Marketplace) which is the north and south of the RTD light rail station and parking area.
7. There is also a possibility for major redevelopment on the Elitch's site.
8. The Santa Fe BID has been proposing a study of the Santa Fe / Kalamath couplet from 6<sup>th</sup> to Colfax. The desire is to find a road diet or 2-way street design that provides a more hospitable pedestrian environment. Crissy Fanganello would have more detail. This project has some funding in the CIP but none in the bond.
9. As a lesson learned from the I-70 Central project, the I-25 PEL should anticipate that some people will bring a perspective that all Interstate facilities should be moved out of the central city.
10. The three Council people who will be most interested in this project – and the ones we should make sure to reach out to first are Councilmen Lopez and Espinoza and Councilwoman Ortega.

## Meeting Notes

### Stakeholder Interview Notes City and County of Denver – Public Works

Location: Webb Building Room 6.H.17

Date/Time: September 27, 2017 3-4 PM

#### Attendees

Lesley Thomas, Public Works – City Engineer  
 Steve Sherman, CDOT  
 Jennifer Hillhouse, CCD  
 Jason Longsdorf, HDR

#### Agenda

1. Present Project Overview
2. Discuss Public Works Management’s study area concerns and considerations
3. Determine appropriate study involvement and project team follow up

#### Action Items

Action Item	Responsibility	Deadline
<b>Schedule a meeting with the Councilwoman</b>	Jenn Hillhouse	Mid November
<b>Contact UDFCD re remapping the South Platte floodplain</b>	Josh Hollon	TBD
<b>Engage Jeff Shoemaker of the Greenway Foundation to interview or participate in a technical working group</b>	Jonathan Bartsch	Mid November

#### Notes

Steve and Jason provided a project overview including a description of the PEL process and the study area.

Lesley shared thoughts about other projects that should be considered during the PEL study.

She noted that Councilwoman Ortega had mentioned that she wanted to make sure the City team had this COT project look into improvements at 38th and Fox. Our team will schedule a meeting with the Councilwoman

She suggested we look at the Fox Station Area Plan, which includes a proposal to provide a connection between Fox St and Pecos St over the RR tracks.

For discussion purposes, Lesley requested that we show rail lines and major drainages on study maps.

She described the challenges of drainage through the Globeville neighborhood and suggested that if these improvements could also add some resiliency to those systems that would be a big benefit.

The USACE is conducting an Urban Waterways Project which Peter Bartlein is working on related to a large list of improvements to the South Platte

She mentioned that UDFCD is remapping the floodplain of the South Platte so we should get that information.

She felt this study was a good opportunity to explain the relationship between the river, highway, rail, and trail so people understand the history and constraints.

She suggested we should engage Jeff Shoemaker/Greenway Foundation to interview or participate in a technical working group.

Steve shared CDOT concerns about the railroad constraints and the low rating bridges at 23<sup>rd</sup> and Speer.

Lesley suggested that local circulation would benefit greatly from another bridge over the highway and river between Speer and Colfax (by Fish Back Park).

She wanted to make sure our alternatives would look for opportunities for water quality and detention.

She said the City has 2018 Capital Improvement Program (CIP) funding for a study of improvements on the Alameda underpass and construction funding is in the bond for ADA and façade improvements.

A project to widen Santa Fe sidewalks (north of 6<sup>th</sup> Ave) is in the CIP.

CDOT and Denver have approved construction of a new bridge between I-25 and Mississippi on Santa Fe.

Certain drainage improvements near Alameda are being done by the railroad.

The intersection at Mississippi and Santa Fe is a tough spot – and the City does not have good plans or ideas for how to improve that – but maybe that is for the Santa Fe (US 85) PEL.

Lesley is aware of several planning level studies to make improvements at the Federal and Colfax interchange.

Bond funding is allocated to build new medians on Federal from Evans to Alameda. This is to improve safety.

She would like to make sure that if we get to the level of detail of recommending lighting enhancements that we use the new LED street light standards – and that we consider locations for pedestrian lighting.

Lesley would like a schedule to understand the broader process.

She suggested we should engage Brittany Price with PW - Development Services to interview or participate in a technical working group.

## Meeting Notes

### Stakeholder Interview Notes City and County of Denver – Mayor's Office

Location: Denver Public Works, Conference Room 5-A1

Date/Time: Thursday, September 28, 2017 1:00-2:00 PM

#### Attendees

Steve Sherman, CDOT  
 Jaimie Archambeau, Atkins  
 Crissy Fanganello, CCD  
 Jennifer Hillhouse, CCD  
 Jason Longsdorf, HDR  
 David Pulsipher, CCD  
 Emily Snyder, CCD  
 Jonathan Bartsch, CDR Associates  
 Jeffrey Range, CDR Associates

#### Agenda

1. Present Project Overview
2. Present current stakeholder interview themes to-date
3. Discuss stakeholder priorities, concerns, and goals

#### Action Items

Action Item	Responsibility	Deadline
<b>Share bike/ped modelling from Denver Moves (Christina Evanoff may have best data)</b>	David Pulsipher	Not defined
<b>Share bike/ped counts</b>	David	Not defined
<b>Set up meetings with City Council Members between Mid-Oct and Mid-November</b>	Jennifer Hillhouse	By November 15, 2017
<b>Complete and share Draft Communications Plan prior to meetings with council members</b>	CDR Associates	Week of Oct. 2
<b>Provide Emily the 23rd Ave. Bridge Pre-Scoping Report</b>	Steve Sherman	

#### Notes

Jaimie and Jason provided a project overview including a description of the PEL process and the study area.

The discussed themes heard in previous CCD interviews included issues of priority and concern in the study area, and goals of the PEL study, including:

- Refinishing / refurbishing of Alameda Avenue underpass, could include adjusting rail line and reconstruction of the North side sidewalk to get within ADA grade
- Railroad grade separation at Kalamath Street
- Santa Fe Avenue pilot project north of the study area; Business Improvement District (BID) has short, medium, and long term objectives, but no modelling has been conducted
- Valley Highway 2.0 EIS, a Denver-funded project, Phases 2, 3, 4 need to be confirmed through the I-25 Central PEL
- 6<sup>th</sup> Avenue reduced mobility and congestion to be addressed
- 8<sup>th</sup> Avenue is a major access point, where part of the viaduct serves as bike/ped connection
- 13<sup>th</sup> Avenue near Mile High Stadium sidewalk bike/ped gaps create safety concerns, particularly during stadium events; re-alignment should be studied
- 23<sup>rd</sup> Avenue bridge, near the aquarium, is the second or third most heavily used bike connection in the city; if the bond passes, it could be upgraded to a protected bike lane; concerns of this bike connection include low visibility, fast moving cyclists, and an unsignaled ramp; this is especially significant during stadium events
  - Information about the 23<sup>rd</sup> Ave. bridge is available in the CDOT Pre-Scoping Report
  - If the bond passes, of the \$18M for city-wide bike infrastructure, \$300 - \$400K could be designated for the 23<sup>rd</sup> Ave bridge
- 20<sup>th</sup> Street is a heavily used multi-modal connection point and Denver has heard about safety concerns previously the concerns are not clear, because signaling and signage exist
- Federal Boulevard is being examined; potential bond funding will go towards medians, rather than transit; a speed study may be possible, as Denver PD state they regularly give out tickets for 20 mph over the speed limit
- Fox Street has a number of issues that could be included in the PEL Study, such as drainage, though it is north of the study area
- Denver is considering a study of the sidewalk from Auraria to Mile High Stadium to address a connection gap
- Near Auraria, the intersection at Wazee Street and Speer Boulevard has several concerns including signaling, bike/ped issues, and parking

**Policy Considerations** Policy-related considerations were discussed, including

- The mayor's office released a Mobility Action Plan and would like the PEL Study to advance those goals
- In addition to this being considered a city-wide issue, I-25 PEL is also understood to be a regional issue and importance is given to making improvements of pass through travelers
- There is a desire to understand what technology-based solutions can add; one example is SMART 25; Michael Finocchio (CCD PW and the SMART 25 lead) is a source of information about potential applications of technology; another potential resource is Wes Marr, CDOT ITS lead

**Engaging with Denver** The project team asked the best way for the PEL study to engage with the city. CCD liaisons stated that CTEC (City Traffic \_\_\_\_\_) is a working group and milestones of the study should be presented to them.

**Public Communication** The project team asked how the PEL study should be discussed publicly. CCD and CDOT have not begun full-fledged a public communication campaign. Content for the communications is nearly completed. CDOT is considering the use of CCD's 'transit game' to elicit public input. Primary outreach in the early phases will include key person interviews, an internal advisory group, website information and telephone town halls. Once the study has developed an understanding of the existing conditions, vision, issues, and Purpose and Need, , the project team will host public meetings. Once good internal information is established, the project team can present the updates to quarterly city meetings. The project team should discuss the study with City

Council members prior to meeting with other external stakeholders, such as developers, Mile High, and Elitch Gardens.

**Inter-Disciplinary Group** In discussing the process of the PEL study, it was noted that the Inter-Disciplinary Group (IDG) will be a platform to understand the divergent priorities of the broad spectrum of CDOT, CCD and FHWA ; the IDG will begin to build agreements on priorities through the PEL study

- One resource to receive broad input from various stakeholders is the Mayor's Multi-Modal Advisory Group

Monday, October 2, 2017, applications to participate in the PEL Study will be distributed; the CCD project team will seek participation from stakeholders with expertise, as well as those who view the study from a broad perspective, instead of advocates for solely their interests

- The goal is to limit the IDG to around 20 participants representing multiple disciplines and interests

**PEL Study Outcomes** The team asked Crissy about outcomes of the PEL study that she would like to avoid. Crissy stated that the study cannot only focus on streamlining I-25 mobility and must also consider the broader network. The study must consider multi-modal uses, including cars, pedestrians, bicyclists, cross connections, etc. Additionally, she noted that communities of concern (west of I-25) must be included in the study and that the Mayor would like to use this and other studies to advance socio-economic goals in that area.

## Meeting Notes

### Stakeholder Interview Notes Regional Transportation District (RTD) – Lee Cryer

Location: 1560 Broadway, Denver, CO

Date/Time: Wednesday, October 25th 2017, 3:00 pm-4:00 pm

#### Attendees

Steve Sherman, CDOT  
 Jeffrey Range, CDR Associates  
 Spencer Dodge, CDR Associates  
 Lee Cryer, RTD

#### Agenda

1. Present Project Overview
2. Present current stakeholder interview themes to-date
3. Discuss stakeholder priorities, concerns, and goals

#### Action Items

Action Item	Responsibility	Deadline
<b>Count trips from Boulder to Denver Tech Center</b>	Steve Sherman	Not defined
<b>Share 25 Central Introduction Document with Lee Cryer</b>	Jeffrey Range	When document is finalized
<b>Share 25 Central website with Lee Cryer</b>	Jeffrey Range	When site is operational
<b>Share introduction document, website, general overview of the study, and milestones with RTD leadership</b>	Lee Cryer	Ongoing

#### Notes

Steve and Jeffrey provided a project overview including a description of the PEL process and the study area.

The discussed themes heard in the discussions included the areas of impact on RTD services and future communications, including:

#### RTD Areas of Interest

- Route 10 utilizes I-25 in the study area the most; this route enters the study area at the 23<sup>rd</sup> Ave exit and leaves the study area at Colfax Ave exit
- RTD uses I-25 for Route 10 because there is no surface street connection to use instead
- The RTD Platte Garage is located at 31<sup>st</sup> St and Ringsby Ct: RTD buses travel on I-25 to arrive and depart the Platte Garage
- Key cross streets that are most utilized by RTD in the study area include 15<sup>th</sup> St, 20<sup>th</sup> St, and Colfax Ave. Park Ave and Fox Ave are important access and crossing points, which are outside of the study area

- Colfax Ave is the most important crossing and access point of the study area, as there are many bus routes traveling across it

### **Engaging with RTD**

- In communicating with RTD, Lee suggests that he is the most appropriate person to serve as Point of Contact
- RTD seeks to be engaged periodically; RTD seeks to be updated on key milestones
- Lee will share information on the PEL Study to RTD leadership; It is not expected that the RTD Board will have significant engagement due to the lack of impacted routes
- If potential exists for RTD operations to be impacted, it is requested that someone from Short Range Service Planning or Bus Operations be engaged and informed

### **PEL Study Outcomes**

- The most important goal for RTD is more efficient and reliable operations



## Meeting Notes

### Stakeholder Interview Notes Denver City Council – Paul Lopez

Location: City and County Building, 1437 Bannock Street, Denver, CO 80202

Date/Time: Wednesday, November 2nd, 2017, 2:00 pm-2:45 pm

#### Attendees

Steve Sherman, CDOT  
 Jennifer Hillhouse, City of Denver  
 Jeffrey Range, CDR Associates  
 Councilman Paul Lopez, Denver City Council  
 Adriana Lara, Denver City Council

#### Agenda

1. Present Project Overview
2. Discuss stakeholder priorities, concerns, and goals

#### Action Items

Action Item	Responsibility	Deadline
Send list of 25 Central PEL Study Stakeholders to Councilman Lopez	Jennifer Hillhouse	Once list is finalized
Review list of stakeholders, share names of others who should be contacted by the study team	Paul Lopez	Not defined

#### Notes

Steve and Jennifer provided a project overview including a description of the PEL process and the study area, noting:

- I-25 is the focus
- The study seeks to identify root causes of congestion
- The PEL process is the first level
- Traffic modelling of the entire area will be part of the PEL Study
- Managed lanes do not exist on I-25 in the Study Area, but managed lanes do exist to the north and south of the study area

#### Discussion of Study Area Issues and Other Projects

- Councilman Lopez stated that the curve on I-25 near Mile High Stadium creates mobility problems for the corridor; Steve agreed that the geometry of I-25, that curve in particular; is an issue the PEL will examine
- Councilman Lopez stated that the Alameda ramp and other access ramps creates congestion, because in a single lane vehicles are both attempting to accelerate to merge onto the freeway and decelerate to exit the freeway
  - Steve agreed with this assessment and both discussed the additional challenge that there is not sufficient space to add a lane due to a rail line on one side and the South Platte River on the

other; An option the PEL could explore is the possibility to move the rail line to create sufficient space for an additional lane

- Councilman Lopez inquired into the I-25 Valley Highway EIS; Steve discussed the EIS, including issues from the I-25 Valley High EIS relevant to the current I-25 Central PEL and the phases of the Valley High EIS
- Steve stated that on 6<sup>th</sup> Ave half of vehicles moving eastbound are traveling to the Auraria campus and travel on I-25 for a short period of time; if these Auraria-bound travelers can avoid I-25 it will positively impact I-25 mobility
- A discussion on managed lanes occurred; managed lanes north and south of the study area exist on I-25, but do not exist in the study area; Councilman Lopez inquired on the potential future use of the managed lanes; the group discussed the ability in the near term of managed lanes to improve traffic flow and the potential opportunity in the future for managed lanes to be used in ways not available currently, such as with autonomous vehicles
- Councilman Lopez inquired on a potential Colfax Avenue flyover in order to have a straight entrance instead of winding under I-25
  - Steve stated other similar opportunities may exist at 23<sup>rd</sup> Avenue and Speer Boulevard
- Councilman Lopez stated that access to I-25 is important to residents; he noted that two access point concerns are at Decatur Avenue and 13<sup>th</sup> Street and Zuni Street; these access points have gates that are at times down, preventing residents from easy freeway access, requiring residents to use alternate routes
- Councilman Lopez inquired on options to address wider transportation issues, including completing the Denver beltway and building high speed rail from Ft. Collins to Pueblo; Steve stated that those areas are outside the scope of the PEL Study, but that PEL Study alternatives should not preclude other activities
- Adriana asked how the PEL Study might impact the Santa Fe Arts District; Steve noted that the PEL Study will consider the art district; Jennifer noted that origin/destination data will assist understanding both impact and options; all agreed that the PEL Study should not preclude activities of other efforts, such as those on Santa Fe Arts District

### Public Involvement

- Councilman Lopez stated the importance of engaging with communities, particularly regarding access to and from I-25
- Adriana inquired about the PEL Study's public involvement plan; Jennifer stated that the Study team will submit a public improvement plan and list of stakeholders once they are finalized; Adriana and Councilman Lopez agreed to review the list of stakeholders and provide any additional relevant names/groups

## Meeting Notes

### Stakeholder Interview Notes Denver City Council – Rafael Espinoza

Location: City and County Building, 1437 Bannock Street, Denver, CO 80202

Date/Time: Thursday, November 2nd, 2017, 3:00 pm-3:30 pm

#### Attendees

Ronald Papsdorf, CDOT  
 Steve Sherman, CDOT  
 Jeffrey Range, CDR Associates  
 Jennifer Hillhouse, City of Denver  
 Councilman Rafael Espinoza, Denver City Council  
 Amanda Sandoval, Denver City Council  
 Jason Longsdorf, HDR

#### Agenda

1. Present Project Overview
2. Discuss stakeholder priorities, concerns, and goals

#### Action Items

Action Item	Responsibility	Deadline
Discuss land use and slip ramp at 20th Street with OED	Jennifer Hillhouse	Not defined
Introduce the 25 Central team to residents interested in being involved, including Jerry Olson and Tim Boers	Amanda Sandoval	Not defined

#### Notes

Jennifer opened the meeting, providing an introduction of the PEL study and purpose of the meeting with Councilman Espinoza. Steve provided a project overview including a description of the PEL process and the study area, noting:

- I-25 is the focus
- The study seeks to identify root causes of congestion
- The PEL process is the first level
- Traffic modelling of the entire area will be part of the PEL Study
- Managed lanes do not exist on I-25 in the Study Area, but managed lanes do exist to the north and south of the study area

#### Discussion of Study Area Issues and Other Projects

- Councilman Espinoza inquired how the PEL study interacts with other projects and if there are redundancies, such as the Valley High EIS; Steve explained the linkages between these efforts, noting that one reason for the boundaries of the PEL study area have to do with the managed lanes of I-25, which exist to the north and south of the study area, but not in the study area
- Steve provided a status update on the Valley High EIS

- Councilman Espinoza asked about pedestrian counts on the PEL study map; Steve stated that the PEL study is a multi-modal study and additional pedestrian counts will be included in the study and that the study's public involvement includes a bike/pedestrian stakeholder working group
- Councilman Espinoza stated that not all crossings across I-25 are accessible to multi-modal crossing; crossings at Colfax Avenue, 20th Street, and Speer Boulevard have limited crossings for bikes and pedestrians; Councilman Espinoza stated the importance for bike paths where bicyclists need them
- Steve reviewed the timeline of the PEL study
- Councilman Espinoza stated that a preferred alternative is a slip ramp at 23rd Street and that the character of the neighborhood should be considered; it was noted that the Office of Economic Development (OED) may not support a slip ramp in this location due to land use considerations; Councilman Espinoza stated that dividing parcels in this location may have an additional benefit in that it will force more building diversity; Jennifer stated that she will discuss the issue with OED
- Jason provided further information on the objectives of the PEL study and the importance of multi-modal elements
- The group discussed the challenge of traffic flow near Mile High Stadium; Steve noted that 266K vehicles travel that section daily
- Councilman Espinoza asked about opportunities for technology to support solutions to traffic; Steve stated that a potential managed lane could be used by autonomous cars in the future
- Councilman Espinoza asked if there is performance data on 6th Avenue; Steve stated that the study will collect additional data in this area and that already data indicates that 50% of vehicles traveling eastbound on 6th Avenue are traveling to Auraria campus; a solution on this corridor could negate the need for these travelers to use I-25
- Councilman Espinoza expressed the desire to have constituents involved in such activities early; Councilman Espinoza and Amanda will seek to identify residents interested in being involved in the study; Two potential residents are Jerry Olson and Tim Boers; Time Boers is active with the Highland United Neighborhood group
  - Councilman Espinoza stated that when the study is at the point of considering alternatives, it is a good time to engage more residents
  - Councilman Espinoza inquired if it would be possible to create a type of simulation to allow residents to “drive” various alternatives of the study

## Meeting Notes

### Stakeholder Interview Notes Metropolitan Football Stadium District

Location: 1701 Bryant Street, Denver

Date/Time: Tuesday, November 7, 2017 3:00 pm-4:00 pm

#### Attendees

Steve Sherman, CDOT  
Jonathan Bartsch, CDR Associates  
Jay Roberts, Broncos  
Jon Applegate, Broncos  
Meredith Wenskoski, Livable Cities  
Matt Sugar, Metropolitan Football Stadium District (MFSD)

#### Agenda

1. Present Project Overview
2. Discuss stakeholder priorities, concerns, and goals

#### Action Items

Action Item	Responsibility	Deadline
<b>Follow-up with Jon Applegate regarding presentation to the quarterly Neighbors of the Stadium meeting</b>	Steve Sherman	November 14
<b>Share CCD Community Planning/Development study for the Decatur/Federal</b>	Meredith Wenskoski	
<b>Contact John Carlson regarding on-going communication of PEL study messages to Broncos season ticket holders</b>		

#### Notes

Steve provided a project overview including a description of the PEL process and the study area. Specific areas and issues were highlighted in the six-mile segment including the managed lane concept, the Speer/23<sup>rd</sup> ramps, 6th Avenue, and various ingress/egress along the study area. Attendees expressed interest in improving I-25 for both event and non-event times.

The Broncos (Jon Applegate) inquired whether the collector/distributor (CD) lane in front of the stadium used as anticipated and noted that from Bronco's perspective the CD road seems underutilized.

The Broncos/MFSD are considering a major commercial/residential development south of the stadium, which would increase daily traffic in the area. They will have more information regarding this potential development in approximately 4 months. The original development vision for development south of the stadium was an outcome of the Decatur Federal Station Area Plan process. MFSD and the Broncos support this vision.

The discussion included considerations that the potential development at the south side of the stadium, and other drivers of traffic in the corners of Colfax/I-25, such as. Elitch Gardens development and Sun Valley plan.

The 25 Central PEL team inquired what information the Broncos have regarding how people currently travel to Broncos games. The Broncos stated that 23.2% use transit (approximately 17,000 transit users per game on average – 9,000 LRT and 7,500 bus); the limitation is the capacity on the LRT system. The stadium has 6,500 parking spaces in addition to approximately 1,000 private parking spots surrounding the stadium. The Auraria and Pepsi Center see roughly 1,000 more cars during Broncos games. The Broncos takes community parking and nuisance concerns seriously; this year there have been approximately 60 citations/towing per game, which is down significantly from previous years.

The 25 Central PEL team inquired how MFSD and the Broncos want to be involved in the PEL study

They responded that they are engaged in numerous projects in the area including the Federal/Colfax project - "Over the Clover." They believe there could be a benefit to removing part of the clover on Colfax and would like to see a "single point urban interchange" or a 'tight diamond' considered in this area, because the current clover interchange uses 37 acres. They do not consider parking garages in the middle of a cloverleaf interchange as feasible.

The Broncos stated examples of how their operations interact with systems beyond their property and which can impact both travelers to and from the stadium as well as Denver through-travelers and residents.

- After a recent Denver Broncos game a contractor closed a northbound lane on I-25, which created numerous problems.
- Prior to the start of football games, Denver Police preemptively close Colfax Avenue, which routes traffic to 8th Avenue, due to traffic backing up on the highway. The Broncos host 350 events a year totalling over one million people visiting the facility; approximately 750k of those million are for Broncos games.
- In addition to Broncos games, the stadium hosts approximately 30 large events each year
- MFSD stated that traffic implications will be more apparent when CDOT opens their new headquarters in April. Feedback from stadium attendees consistently note the negative parking and traffic impact.
- An issue often noted is the challenge of circulating around the area.
- MFSD believes there are mobility challenges in the area days and times during games and other days and times of the week.

The Broncos stated that, as stakeholders in the study area, they would generally benefit from increased traffic flow throughout the week and around games. The Broncos stated that they may be able to share PEL study information with their season ticket holders.

## Meeting Notes

### Stakeholder Interview Notes Greenway Foundation – Jeff Shoemaker

Location: Greenway Foundation, 1855 S Pearl St #40, Denver, CO 80210

Date/Time: Monday, November 6th, 2017, 1:15 pm-2:15 pm

#### Attendees

Steve Sherman, CDOT  
 Jeffrey Range, CDR Associates  
 Jeff Shoemaker, Greenway Foundation  
 Meredith Wenskoski, Livable Cities

#### Agenda

1. Present Project Overview
2. Discuss stakeholder priorities, concerns, and goals

#### Action Items

Action Item	Responsibility	Deadline
Send the Greenway Foundation-developed master plan to the PEL study team	Jeff Shoemaker	Not defined

#### Notes

Steve provided a project overview including a description of the PEL process and the study area, noting:

- The study will focus on identifying root causes of congestion on I-25, but other goals and objectives heard in meetings with stakeholders can be included.
- The PEL process is broad visioning effort, and the first level prior to NEPA
- Traffic modelling of the entire area will be part of the PEL Study; it was originally thought the study could be simply a traffic analysis, has been broadened to a PEL.
- Managed lanes do not exist on I-25 in the Study Area, but managed lanes do exist to the north and there is a plan to study managed lanes south of the study area, on Santa Fe, to connect to C470.

#### Discussion of Study Area Issues and Other Projects

- The PEL study is 'pre-NEPA' so exists to create a vision for the corridor rather than identifying funding for specific projects
- Steve provided a status update on the Valley High EIS and the efforts at Alameda Avenue, 6th Avenue, and at the Santa Fe interchange
- In Phase 3 and 4 of the Valley High EIS a flyover from Alameda Avenue will be developed and there is potential that the railroad track will be moved approximately 50 feet; Jeff asked if moving the railroad is feasible, which Steve responded that it is potentially feasible; Jeff stated that another option is to move the South Platte River; At that location the river is contaminated and continues to require cleanup efforts
- The group discussed the potential need to secure additional space for elements that could arise as part of the PEL study such as an additional lane for a managed lane and bike/pedestrian trails; Jeff stated that in

order to create a corridor that works for all users all options should be explored; Jeff stated that removing parks is a sensitive issue, but reconfiguring parks is feasible

- Jeff stated several locations, facilities, and properties that could be considered by the PEL study as opportunities to secure additional space; the locations, facilities, and properties include:
  - Frog Hollow Park
  - Phil Milstein Park on the east side of the river
  - South Platte River Trail
  - South Platte River
  - South Platte River Drive
  - Water Street near 15th
  - Zuni Street near Speer Boulevard
  - West of I-25 from West Colfax Avenue to 6th Avenue
  - Speer Boulevard at Water Street and Platte Street
  - Jason Street near Valverde Park
- Jeff stated that there is possible space that could be available in the industrial areas along the South Platte River, however a consideration is the level of contamination in the ground
- Jeff stated that if the river is to be moved as part of any alternatives that cleanup and other mitigation efforts would be included
- Jeff stated that the reason re-channelization is not sacrosanct for Greenway Foundation is that the river is in a different location than it was 50 years ago and that there are currently invasive species in the river
- Jeff stated that Greenway Foundation will be part of the PEL study's public involvement and can participate in the bike/pedestrian/greenway working group
- Jeff stated that the primary objectives of PEL study such as increasing multi-modal mobility along and through the corridor are important; He stated that additionally important is economic potential along the corridor and that the stakeholders have an opportunity to make decisions today that will benefit future generations and that Greenway Foundation wants to support those efforts



## Meeting Notes

### Stakeholder Interview Notes CCD - Mayor's Office of Economic Development

Location: Webb Building

Date/Time: November 6th, 2017, 11:00 am - 12:00 pm

#### Attendees

Steve Sherman, CDOT  
Jennifer Hillhouse, CCD  
Jeff Romine, CCD-OED  
Turid Nagel-Casebolt, CCD OED  
Jason Longsdorf, HDR

#### Notes

1. Jeff has previously provided comments on the scope of work so much of his input has been received through that document.
2. Steve provided a PEL overview:
  - Two early focus areas include
    - Alameda to 6th
      1. Cleared by Valley Highway EIS
      2. Need to move railroad to the east 50-100 feet and buy right-of-way
    - Speer and 23<sup>rd</sup> bridges will also need to be replaced in the near term
3. Jeff's concerns:
  - Challenges entering managed lanes (especially from Speer)
  - Ability to improve access into Sun Valley (2,000 new housing units) because the river and highway act as significant obstacles. Hid goals would be to improve east-west movement from Sun Valley
  - Redevelopment of Burnham Yards & Sears (everything goes but Denver Water). This is a significant opportunity based on its proximity to downtown, connection to rail and available land area
  - Consider realignment/standardization of 6th Avenue ramps (Kalamath to I-25)
  - Idea to create managed lane for trucks on mainline I-25
  - Jeff mentioned the imminent sale of a surface parking lot (near "Denver Beer" from CDOT to CCD).
  - He described "triple witching hour" for downtown traffic when major events happen at the same time at DPAC, Coors Field, and Pepsi Center.

## Meeting Notes

### Stakeholder Interview Notes Denver City Council – Deborah Ortega

Location: City and County Building, 1437 Bannock Street, Denver, CO 80202

Date/Time: Wednesday, November 15nd, 2017, 3:00 pm- 3:45 pm

#### Attendees

Councilwoman Ortega, Denver City Council

Steve Sherman, CDOT  
Jennifer Hillhouse, City of Denver  
Jonathan Bartsch, CDR Associates  
Jason Longsdorf, HDR

#### Agenda

1. Present Project Overview
2. Discuss stakeholder priorities, concerns, and goals

#### Notes

Steve and Jennifer provided a project overview including a description of the PEL process and the study area, noting:

- The study will focus on identifying root causes of congestion on I-25, but other goals and objectives heard in meetings with stakeholders can be included.
- The PEL process is broad visioning effort, and the first level prior to NEPA
- Traffic modelling of the entire area will be part of the PEL Study; it was originally thought the study could be simply a traffic analysis, has been broadened to a PEL.
- Managed lanes do not exist on I-25 in the Study Area, but managed lanes do exist to the north and there is a plan to study managed lanes south of the study area, on Santa Fe, to connect to C470.

#### Discussion of Study Area Issues and Other Projects

- Councilwoman Ortega asked why the project limits of the project to the north stop at 20th Street. Steve noted that 20th St. appeared to be a logical termini because the I-25 Managed Lane end in the area. Councilwoman Ortega highlighted the challenges of working within the constrained environment between 20th and 15th St.
- Steve highlighted that the 23rd and Speer Boulevard bridges may be addressed, redesigned, and turned into a 'real' early action project. Other types of improvement ideas include improving ingress and egress to help traffic flow, Collector / Distributor roads, realignment of the railroad and other ideas. Ortega noted that she is interested in understanding the options/alternatives that advance further based on the modeling data/information.
- Ortega noted that the high-density development at Elitch Gardens property and at 23rd Street provide challenges to existing community members that need to have access to downtown neighborhoods. She highlighted that it is hard to understand how we can approve these high-density developments, if the

infrastructure cannot handle it. For example, when the Regency was a nightclub there was significant traffic, which disrupted the Denver Post facilities.

- Ortega inquired about access to Elitch Gardens development. The group responded that there was a design charrette that explored access ideas at the area and solutions that emerged from the groups were bike/ped and bus access to the area.
- Ortega stated that the bottlenecks on the ramps at both 6th Ave and Alameda Avenue are particularly bad. In the future, the new ramp at Santa Fe Drive will exacerbate the existing situation.
- Steve discussed the Valley Highway EIS and how it relates to the PEL. The EIS included realignment and moving the BNSF railroad to the east between 6th Ave and Alameda Avenue. Railroad realignment would be to the east of the existing line in the Alameda/6th Ave area. CDOT has been coordinating with BNSF. Lack of space to construct is a challenge, with the rail lines located close to the roadway.
- The interchange at Colfax Avenue is very important to the Denver Broncos organization and Sports Authority Field. Steve noted that the PEL team had already met with both the stadium and the Broncos.
- North of the PEL project limits on 38th Avenue, the southbound off-ramps are a problem. This area is currently congested during rush hour. With the proposed new developments, congestion is likely to increase. There is a need for a connection to Globeville and Highlands, across the railroad tracks, to connect the neighborhoods. Under 38th Avenue there has been drainage and flooding issues; looking at an improvement district for the Utah Junction Outfall project. There is a design study for the Utah Junction Outfall project.
- Need to focus on how to ensure existing access across I-25 does not diminish and identify ways to improve how residents get in and out of downtown and the neighborhoods.
- North on 48th Avenue, I-25 is a barrier to stormwater movement and funnels water into Globeville.
- At Colfax Avenue and Federal Boulevard intersection, there is significant foot traffic/pedestrians and there have been a number of accidents at night, primarily due to a lack of a median.
- On southbound Colfax Ave/I-25 there is a lot of trash and debris underneath the interchange. This should be looked at.
- Bridge at southbound Santa Fe and Kentucky backs up on the ramps, new bridge plans will make this more difficult.
- Is there a way to connect with the industry representatives between Colfax and 6th? Ortega noted that there used to be a businessman association; she ask around if there is an organized group.
- Is CDOT looking at buffers along the highway? A: not directly but potentially consider issues with stormwater ponds as it has a business need, i.e. stormwater treatment.
- Councilwoman Ortega expressed interest in knowing about PEL public meetings and importantly as ideas/alternatives get developed.

## Meeting Notes

### Stakeholder Interview Notes Denver Police Department

Date/Time: November 11, 2017

#### Attendees

Steve Sherman, CDOT  
Officer K. E. Damrell, PD DUI Unit  
Lt. Robert Garcia, PD  
Officer Jimmy Lavato, PD

#### Notes

Met primarily with the three listed above, but a few others sat in. I briefed them on the study and other things CDOT, and they gave many good thoughts on I25 problems:

1. There is NO State Colorado State Patrol enforcement on I25 or any State Highways in Denver. They are not allowed to issue tickets even, and if they happen to pull a DUI over, Denver PD has to be called in to process. There is no reason to reach out to CSP.
2. A frequent cause cited by drivers for accidents is “confusion” with where they should be. For example, on the ramps from EB US6 to I25. Any improvements in predictability and signing would be beneficial.
3. There was some interest in cutouts in the middle barrier to allow for PD and other emergency responders to turn around, but they understand the difficulty in providing these when there are often no inside shoulders and such cutouts unto themselves can be a hazard and costly to install and maintain. Action here is to follow up with other Emergency responders and provide a functional facility for them. This may be a subsidiary “goal” in the PEL.
4. A few “easy fix” items they suggested:
  - a. Add delineators in the gore between the NB Santa Fe onramp and mainline I25 to stop drivers from preempting the merge happening downstream, which causes speed differential crashes.
  - b. Restripe and add delineators to EB US6 at Knox/Perry to eliminate last minute cut-ins.
  - c. Add vanes screens on top of barrier (like on I70 in Idaho Springs) to make it harder for people to rubber neck on the opposite side.
  - d. Fix the shoulder NB I25, from Alameda to US6 for the pull offs.
5. Left shoulders are of less benefit (than right shoulders) and often problematic.
6. They agree with the needs and possible fixes we are starting to develop as a team.
7. We will provide updates at logical junctures, likely with the one page flyer updates we have been distributing.

## Meeting Notes

### Stakeholder Interview Notes Denver City Council – Albus Brooks

Location: City and County Building, 1437 Bannock Street, Denver, CO 80202

Date/Time: Tuesday, November 21st, 2017, 3:00 pm- 3:30 pm

#### Attendees

Councilman Brooks, Denver City Council  
 Steve Sherman, CDOT  
 Jennifer Hillhouse, City of Denver  
 Jeffrey Range, CDR Associates

#### Agenda

1. Present Project Overview
2. Discuss stakeholder priorities, concerns, and goals

Action Item	Responsibility	Deadline
Receive contact info for Director of Auraria Campus from Councilman Brooks	Jennifer Hillhouse	Not defined

#### Notes

Steve and Jennifer provided a project overview including a description of the PEL process and the study area, noting:

- The study will focus on identifying root causes of congestion on I-25, but other goals and objectives heard in meetings with stakeholders can be included.
- The PEL process is broad visioning effort, and the first level prior to NEPA
- Traffic modelling of the entire area will be part of the PEL Study; it was originally thought the study could be simply a traffic analysis, has been broadened to a PEL.
- Managed lanes do not exist on I-25 in the Study Area, but managed lanes do exist to the north and there is a plan to study managed lanes south of the study area, on Santa Fe, to connect to C470.

#### Discussion of Study Area Issues and Other Projects

- Denver Metro Chamber team stated several routes that have congestion issues including 6th Avenue to downtown, using a portion of I-25, and Mulberry Place onto I-25
- The group discussed two projects that are likely to proceed: improving the 23rd Avenue, Speer Boulevard, and I-25 interchange on the north end of the study

## Meeting Notes

### Stakeholder Interview Notes

#### Elitch Gardens

Location: 5291 E Yale Ave, Denver, CO 80222, USA

Date/Time: Tuesday, November 28<sup>th</sup>, 2017, 3:00 pm- 3:30 pm

#### Attendees

Rhys Duggan, Revesco Properties  
 Ann Bowers, Fehr and Peers  
 Steve Sherman, CDOT  
 Jeffrey Range, CDR Associates  
 Jason Longsdorf, HDR

#### Agenda

1. Present Project Overview
2. Discuss stakeholder priorities, concerns, and goals

Action Item	Responsibility	Deadline
Receive graphic illustrating desired location for pedestrian bridge from Rhys Duggan	Jeffrey Range	Not defined

#### Notes

Steve provided a project overview including a description of the PEL process and the study area, noting:

- The study will focus on identifying root causes of congestion on I-25, but other goals and objectives heard in meetings with stakeholders can be included.
- The PEL process is broad visioning effort, and the first level prior to NEPA
- Traffic modelling of the entire area will be part of the PEL Study; it was originally thought the study could be simply a traffic analysis, has been broadened to a PEL.
- Managed lanes do not exist on I-25 in the Study Area, but managed lanes do exist to the north and there is a plan to study managed lanes south of the study area, on Santa Fe, to connect to C470.

#### Discussion of Study Area Issues and Other Projects

- Steve discussed a challenge around using DRCOG model in order to be updated on other development plans as the PEL study focuses on I-25 congestion
- Rhys stated that one concept Elitch Gardens has heard is a vehicular link from Water Street to Elitch Gardens and that Elitch Gardens is against this concept
- Rhys stated that they are considering opening up a street that is currently being used as a private street by Elitch Gardens back to its original use as a public street
- Rhys stated that Elitch Gardens is interested in a bike/ped crossing across I-25 near Crescent Park, similar to the Highland Bridge at 16th Street; Ann stated that vision for the Elitch Gardens site will focus on bike, pedestrian, and transit, and minimizing focus for vehicles; Rhys stated that Revesco Properties developed a graphic that illustrates what a pedestrian southern connector bridge could look like and where it could be located; He stated that he would share the graphic



- Rhys asked what streets in the PEL study are CDOT streets
- Ann noted that Fehr & Peer's research showed congestion on Speer northbound to I-25
- Ann asked if the PEL study will be working with TAZ's; Steve replied that the PEL study is using DRCOG models
- Ann asked if share the traffic data from the study can be shared; Steve stated that the traffic data can be shared once it is completed

## Meeting Notes

### Stakeholder Interview Notes Mile High Ministries & Joshua Station

Location: Mile High Ministries & Joshua Station, 2330 W Mulberry Pl, Denver, CO 80204

Date/Time: Monday, December 11th, 2017, 1:00 pm - 2:00 pm

#### Attendees

Steve Sherman, CDOT  
 Jeffrey Range, CDR Associates  
 Jason Longsdorf, HDR  
 Amy Jackson, Joshua Station  
 Jeff Johnsen, Mile High Ministries  
 Dylan Skeadas, Mile High Ministries

#### Agenda

1. Present Project Overview
2. Discuss stakeholder priorities, concerns, and goals

#### Action Items

Action Item	Responsibility	Deadline
<b>PEL Team to connect via phone or in-person meeting to discuss historical considerations in the area</b>	Jason Longsdorf	Not Defined

#### Notes

Mile High Ministries and Joshua Station gave the I-25 Central PEL team an overview of their work. Mile High Ministries is the parent organization and Joshua Station is a core program. Joshua Station provides transitional housing, while Mile High Ministries provides numerous support services to current and past transitional housing clients such as legal aid, financial management support, parenting training, and mental health counseling.

- Joshua Station currently hosts approximately 30 families and 50 children
- Mile High Ministries provides legal aid to approximately 600 clients a year
- Joshua Station's largest demographic are single mothers with children
- Children residing at Joshua Station attend schools across Denver; They attempt to remain in their original schools; They commute to school via car/truck, car pool, school buses, and public transit
- Joshua Station was challenged to locate their present space due to NIMBY complaints from other neighborhoods; The organization looked at nearly 30 other locations to purchase and utilize to provide services, however resistance from the neighborhoods prevented them from being able to secure and move into any of the other locations

Steve provided a project overview including a description of the PEL process and the study area, noting:

- The study will focus on identifying root causes of congestion on I-25, but other goals and objectives heard in meetings with stakeholders can be included.
- The PEL process is broad visioning effort, and the first level prior to NEPA



- Traffic modelling of the entire area will be part of the PEL Study; it was originally thought the study could be simply a traffic analysis, has been broadened to a PEL.
- Managed lanes do not exist on I-25 in the Study Area, but managed lanes do exist to the north and there is a plan to study managed lanes south of the study area, on Santa Fe, to connect to C470.

### Discussion of Study Area Issues and Other Projects

- Mile High Ministries / Joshua Station (MHM / JS) stated that a concern to them on the I-25 corridor near their location is a perceived high rate of accidents
  - MHM /JS stated that the Mulberry Place to I-25 northbound on-ramp does not give enough room to accelerate adequately onto the freeway
  - The PEL team stated that some options to improve ramps is a braided ramp and the use of collector/distributor roads
  - The PEL team asked how much the organization uses the access point; MHM / JS stated that they use the nearby access points, but that they are not integral to the organization's operations
- MHM / JS has seen traffic increase on the side roads in the last two years, including on Mulberry Place and the 8th Avenue flyover
  - The PEL team discussed upcoming events that may contribute to continued increases in traffic such as the redevelopment of Burnham Yard
- MHM / JS noted historical considerations of the area -- down the block from MHM / JS was the location of Camp Weld and base of the 3rd Colorado Volunteers
  - Jason Bright is leading activities for the PEL team to assess historical locations; the PEL team is going to follow up with MHM / JS point of contact, Becca Nunziato, regarding Becca's historical research
- MHM / JS clients tend to use the King Soopers on 14th Avenue and Speer Boulevard as their grocery store and do not use I-25 to get there
- RTD has a bus stop at W 8th Avenue (Route 9) that is heavily used by MHM / JS clients
- MHM / JS desires a wall to reduce noise from I-25 and as a safety measure; There have been experiences when tires and other debris have been thrown from the freeway onto the MHM / JS property
- MHM / JS stated that there are safety and comfort concerns with the sidewalk on W 8th Avenue going across the South Platte River to reach the bike/ped trail from MHM / JS

## Meeting Notes

### Stakeholder Interview Notes Denver Metro Chamber of Commerce

Location: Denver Metro Chamber, 1445 Market Street, Denver, CO 80202

Date/Time: Monday, December 11th, 2017, 1:00 pm - 2:00 pm

#### Attendees

Steve Sherman, CDOT  
 Jeffrey Range, CDR Associates  
 Bridget Garcia, Denver Metro Chamber  
 Dorothy Ostrogorsky, Denver Metro Chamber  
 Mizraim Cordero, Denver Metro Chamber  
 Nick Colglazier, Denver Metro Chamber  
 Jason Longsdorf, HDR

#### Agenda

1. Present Project Overview
2. Discuss stakeholder priorities, concerns, and goals

#### Action Items

Action Item	Responsibility	Deadline
Send roster of Denver Metro Chamber Infrastructure Group's participants to Jeffrey Range	Bridget Garcia	Not Defined

#### Notes

Steve provided a project overview including a description of the PEL process and the study area, noting:

- The study will focus on identifying root causes of congestion on I-25, but other goals and objectives heard in meetings with stakeholders can be included.
- The PEL process is broad visioning effort, and the first level prior to NEPA
- Traffic modelling of the entire area will be part of the PEL Study; it was originally thought the study could be simply a traffic analysis, has been broadened to a PEL.
- Managed lanes do not exist on I-25 in the Study Area, but managed lanes do exist to the north and there is a plan to study managed lanes south of the study area, on Santa Fe, to connect to C470.

#### Discussion of Study Area Issues and Other Projects

- The second 10-year plan in the south of the study area will be moving the railroad lines in order to accommodate additional capacity on the road; the railroad line is owned by BNSF and used by both BNSF and UP
- Other projects happening in the corridor include the development of Burnham Yards, CDOT's new building south of Mile High Stadium, and redevelopment happening in Sun Valley

- The Denver Metro Chamber team discussed its transportation priorities, which are supported by an initiative to pass a ballot measure for \$750M/year to fund transportation projects; The Denver Metro Chamber will introduce the ballot question to the Secretary of State's office in January 2018
- The Denver Metro Chamber is working with CDOT, RTD, and DRCOG on \_\_Mobility Choice\_\_ to understand the appropriate level of infrastructure development needed for the Denver metro area
- The Denver Metro Chamber is working with additional groups around their transportation initiatives, which are statewide, including Progressive 15, Action 22, and various economic development groups
  - The campaign will be made up of at least 64-mini-campaigns in order to focus on local needs and interests
- The Denver Metro Chamber leads an infrastructure group that meets monthly; the group is made up of infrastructure industry representatives, contractors, educators, architects, and businesses
  - The Chamber stated that the I-25 Central PEL team could attend an infrastructure meeting to notify participants of the PEL study
  - The infrastructure group are the Chamber's most likely interested stakeholders; as a group they prefer to be notified of projects and initiatives in early phases
- Another priority for the Denver Metro Chamber is to have strong infrastructure to support economic activities; The Chamber wrote letters to the federal government to support TIGER grants; The Chamber may be similarly supportive of I-25 Central PEL study
- The Denver Metro Chamber's board supports CDOT building managed lanes
- Specific issues the Denver Metro Chamber team identified include:
  - Congestion on Mullberry Place
  - Congestion on 6th Avenue
  - Congestion on the curve at Mile High Stadium on the mainline
  - Improving I-25 Central corridor now, before development along the corridor prevents development of new lanes, trails, interchanges, ramps
  - Building sufficient roadway infrastructure to handle needed capacity, but not overbuilding
- The Denver Metro Chamber team asked about the type of technology the PEL team is using to conduct modelling

## Meeting Notes

### Stakeholder Interview Notes Denver City Council – Jolon Clark

Location: City and County Building, 1437 Bannock Street, Denver, CO 80202

Date/Time: Wednesday, December 13, 2017, 10:00am – 10:30am

#### Attendees

Councilman Clark, Denver City Council  
 Anita Banuelos, Denver City Council  
 Steve Sherman, CDOT  
 Jeffrey Range, CDR Associates  
 Jason Longsdorf, HDR

#### Agenda

1. Present Project Overview
2. Discuss stakeholder priorities, concerns, and goals

Action Item	Responsibility	Deadline
Send design plans for Alameda Avenue Flyover to Councilman Clark	Steve Sherman	Not defined
Identify industry stakeholders East of I-25 near 6 <sup>th</sup> Avenue; send contact information to PEL team	Councilman Clark	Not defined

#### Notes

Steve and Jason provided a project overview including a description of the PEL process and the study area, noting:

- The study will focus on identifying root causes of congestion on I-25, but other goals and objectives heard in meetings with stakeholders can be included.
- The PEL process is broad visioning effort, and the first level prior to NEPA
- Traffic modelling of the entire area will be part of the PEL Study; it was originally thought the study could be simply a traffic analysis, has been broadened to a PEL.
- Managed lanes do not exist on I-25 in the Study Area, but managed lanes do exist to the north and there is a plan to study managed lanes south of the study area, on Santa Fe, to connect to C470.

#### Discussion of Study Area Issues and Other Projects

- The group discussed ways that bike and pedestrian facilities fit into the I-25 Central PEL study; Steve stated that bike/ped facilities and access points can be considered as subsidiary objectives of the PEL study
- Steve discussed improvements to the 23<sup>rd</sup> Avenue and Speer Boulevard interchange with I-25, stating that one possible improvement for that location could be to design one ramp as opposed to the current six ramps; bridge repair funds may be available for a portion of this project
- The group discussed the Valley High EIS; Phase I is completed; Phase II, not completed, includes building the Alameda Avenue flyover to northbound I-25

- Councilman Clark asked if Phase II was underway; Steve stated that it is not and that Phase II is not yet funded, however Right of Way has been acquired
- Anita asked if replacing the bridge over the Platte River would be part of Phase II; Steve stated it would be
- The group discussed concerns with the designs of the Alameda Avenue flyover; A main concern is that vehicles traveling westbound on Alameda Avenue, must cross over I-25 to enter the flyover and would need to pass through multiple lights, which could increase travel time
- Councilman Clark stated displeasure that no building would occur in 2018 and 2019 at Alameda Avenue and I-25
- Steve stated that the time gives stakeholders an opportunity to improve on the designs of the facilities
- Jason stated that the time gives CDOT and CCD to work with the railroad companies to move the lines and address subsequent impacts such as adjacent properties
- The I-25 Central PEL team asked if Councilman Clark has relationships to industry associations east of I-25 near 6<sup>th</sup> Avenue; Councilman Clark stated that he is not aware of any associations; Councilman Clark stated he will look for stakeholders who may be interested in the I-25 Central PEL study
- Councilman Clark stated that there is a \$250M bond for the Alameda underpass; Planning begins in 2018; The two efforts - the bond and the PEL study – should be kept informed of one another
- Councilman Clark asked about a “land swap” between the City and County of Denver and CDOT at Vanderbilt Park
- Councilman Clark is willing to send emails to constituents to keep them informed of the I-25 Central PEL study

## Meeting Notes

### Stakeholder Interview Notes Colorado Transportation Management Center

Location: 425 Corporate Cir, Golden, CO 80401

Date/Time: Wednesday, December 20th, 2017, 1:00 pm - 2:00 pm

#### Attendees

Devin Louie, Atkins  
 Steve Sherman, CDOT  
 Lisa Streisfeld, CTMC (TSMO Performance Planning Manager)  
 Ryan Tyler CTMC (Traffic Incident Management, Branch Manager)  
 Kevin Devine, CTMC (I-25 Corridor Operations Manager)  
 Beth Ondrak, CTMC (Incident Command, I25 S. of 6th)  
 Peter Igel, CTMC (Incident Command, I25 N. of 6th)  
 Jason Longsdorf, HDR

#### Agenda

1. Present Project Overview
2. Discuss stakeholder priorities, concerns, and goals

#### Action Items

Action Item	Responsibility	Deadline
<b>Get another meeting with ITS manager (Tyler Svitak) regarding Connected Roadway Classifications, existing and future.</b>	Jason Longsdorf	Not Defined
<b>Set up call with Christopher Johnson in Maintenance, who is the winter ops manager.</b>	Jason Longsdorf	Not Defined
<b>Attend Coalition of First Responders meeting</b>	Not Defined	Not Defined
<b>Confirm whether the incident report already includes secondary crashes</b>	Not Defined	Not Defined
<b>Confirm whether secondary crash likelihood increases 4% every minute</b>	Jason Longsdorf or Devin Louie	Not Defined

#### Notes

Steve, Jason, and Devin provided a project overview including a description of the PEL process and the study area, noting:

- The study will focus on identifying root causes of congestion on I-25, but other goals and objectives heard in meetings with stakeholders can be included.
- The PEL process is broad visioning effort, and the first level prior to NEPA
- Traffic modelling of the entire area will be part of the PEL Study; it was originally thought the study could be simply a traffic analysis, has been broadened to a PEL.

- Managed lanes do not exist on I-25 in the Study Area, but managed lanes do exist to the north and there is a plan to study managed lanes south of the study area, on Santa Fe, to connect to C470.

The PEL TEam provided streetlight data maps.

- Kevin Devine discussed concerns with eastbound 6th Avenue to southbound I-25, based on accidents caused by weaving; that assessment is confirmed by the PEL team's crash data; other locations discussed included:
  - The Santa Fe Avenue onramp to northbound I-25,
  - 6th Avenue to northbound I-25, and
  - Miscellaneous conflicts with substandard onramps at Cedar Avenue and Mulberry Place
  - Trucks need to weave into the middle lanes to get under Speer and 23rd, which causes congestion.
- Kevin and Lisa discussed opportunities to tap into the Coalition of First Responders; Kevin and Lisa convene the coalition; the PEL team will be invited to the coalition meeting, which will cover Denver Health and Fire
- Lisa stated that the incident form will soon include secondary crashes, the likelihood of which goes up 4% every minute
- Lisa stated that messaging could be improved during weather events; the PEL study may want to consider the FEMA floodplain
- The concept of a "through" traffic lane was explored, where there is no weaving in and out, to carry the 15-22% of traffic going through the corridor and not exiting.
- The group discussed Special Events and the need for a better standard plan for the corridor
- CTMC is open to continuing to be involved and can stay connected through the Coalition of First Responders

## Meeting Notes

### Stakeholder Interview Notes Pepsi Center (Kroenke Sports and Entertainment)

Location: Pepsi Center, 100 Chopper Circle, Denver, CO 80204

Date/Time: Friday, January 19, 2018, 8:00 am - 9:00 am

#### Attendees

Steve Sherman, CDOT  
Jeffrey Range, CDR Associates  
David Foster, FGMC  
Bruce Glazer, Kroenke Sports and Entertainment  
Jim Martin, Kroenke Sports and Entertainment  
Mathew Hutchings, Kroenke Sports and Entertainment  
Stephen Stienecker, Kroenke Sports and Entertainment

#### Agenda

1. Present Project Overview
2. Discuss stakeholder priorities, concerns, and goals

#### Notes

Steve provided a project overview including a description of the PEL process and the study area, noting:

- The study will focus on identifying root causes of congestion on I-25, but other goals and objectives heard in meetings with stakeholders can be included.
- The PEL process is broad visioning effort, and the first level prior to NEPA
- Traffic modelling of the entire area will be part of the PEL Study; it was originally thought the study could be simply a traffic analysis, has been broadened to a PEL.
- Managed lanes do not exist on I-25 in the Study Area, but managed lanes do exist to the north and there is a plan to study managed lanes south of the study area, on Santa Fe, to connect to C470.

#### Discussion of Study Area Issues and Other Projects

- Kroenke Sports and Entertainment representatives stated that Auraria Parkway to I-25 has only SB access; NB access would reduce congestion leaving the arena parking, on Chopper Circle, on Auraria Parkway, and on Speer Boulevard
- Land use of the Pepsi Center property will be changing in the future; the arena will remain on the property; parking lots will be redeveloped as some type of high density buildings, of up to 30 – 40 stories; plans are not developed but the buildings could be offices, residences, and/or parking structures
- Kroenke Sports and Entertainment representatives stated that a major concern in the vicinity of the arena is pedestrian safety and access;
  - With the growth of Auraria campus there are nearly 50,000 students walking in the area every day;
  - There is high levels of pedestrian crossings across Speer Boulevard to and from downtown to sites like the Pepsi Center and Auraria Campus;
  - There is no easy to get to and from downtown



- A Kroenke Sports and Entertainment representative stated that as a pedestrian crossing Speer Boulevard, “you take your life into your own hands” and is a fatality waiting to happen
- Kroenke Sports and Entertainment representatives stated that, “for any event space, the most important thing is getting audiences and fans to events. So, access is important. Can we make getting here a user-friendly experience?”
  - Access can be improved by signage, a new access point between Speer Boulevard, and Auraria Parkway, and by adding capacity to Speer Boulevard and Auraria Parkway ramps on and off I-25
- The group discussed improvements to Speer Boulevard and 23<sup>rd</sup> Avenue ramps; Steve reaffirmed that this is part of CDOT’s near term projects that will be put on the 2018 ballot; Kroenke Sports and Entertainment representatives support CDOT’s vision for these facilities
- Kroenke Sports and Entertainment representatives stated that the arena is experiencing less parking and increased drop offs, potentially due to ride sharing companies such as Lyft and Uber; The result of this is decreased use of parking and increased traffic, because a drop off doubles the number of trips vehicles make to and from the arena
- Kroenke Sports and Entertainment representatives asked if the I-25 Central PEL has looked at right of way needs that abut to Revesco properties (Elitch Gardens and Pepsi Center); Steve stated that the study is looking at right of way needs and will identify them; Pepsi Center representatives stated that right of way needs could impact land use planning, so they ask to be notified when findings are available
- The Pepsi Center hosts nearly 150 events each year
- Kroenke Sports and Entertainment representatives stated that congestion in the area is not primarily event-driven; congestion in the area is an everyday issue
- Kroenke Sports and Entertainment representatives would like to be closely involved in the I-25 Central PEL

## Meeting Notes

### Stakeholder Interview Notes Auraria Campus

Location: Auraria Campus, 1068 9th St. Historic Park, Denver, CO 80204

Date/Time: Wednesday, January 31, 2018, 2:30pm – 3:30pm

#### Attendees

Steve Sherman, CDOT  
Jeffrey Range, CDR Associates  
Jason Longsdorf, HDR  
Barb Weiske, Auraria Campus

#### Agenda

1. Present Project Overview
2. Discuss stakeholder priorities, concerns, and goals

#### Notes

Steve provided a project overview including a description of the PEL process and the study area, noting:

- The study will focus on identifying root causes of congestion on I-25, but other goals and objectives heard in meetings with stakeholders can be included.
- The PEL process is broad visioning effort, and the first level prior to NEPA
- Traffic modelling of the entire area will be part of the PEL Study; it was originally thought the study could be simply a traffic analysis, has been broadened to a PEL.
- Managed lanes do not exist on I-25 in the Study Area, but managed lanes do exist to the north and there is a plan to study managed lanes south of the study area, on Santa Fe, to connect to C470.

#### Discussion of Study Area Issues and Other Projects

- Barb is on the Central Platte Valley Auraria Steering Committee for the Downtown Area Plan, which led a charrette on the redevelopment of the Elitch Gardens site
  - The steering committee is exploring extending 7th Street across Elitch's for bike/ped/bus
- Challenges to access to and from Auraria Campus exist
  - There is no access I-25 SB to Auraria Parkway, which results in campus visitors to take Colfax Avenue to 7th Street
  - There is no NB access to I-25 from Auraria Parkway
- An Auraria Campus goal is to connect between downtown and the campus across Speer Boulevard
  - "We're an island surrounded by Speer, Calfax, and Auraria Parkway"
- Auraria Campus goal is to have an I-25 cross connection on 13th Avenue to connect to the campus' athletic field
- Auraria Campus does not want 7th Street to become a major thoroughfare; Auraria Campus does not want 7th Street to bisect the campus
  - While Auraria Campus does not want thoroughfares crossing the campus, they are agreeable to new access to campus, as long as the development tangential roads are designed considering the protection of bikes and pedestrians
- Auraria Campus is not advocating for additional traffic on Auraria Parkway



- Auraria Campus is building up to the street, using buildings as a deterrent to high speeding traffic
- Auraria Campus has reopened 11th Street, which connects to Larimer Street
- Auraria Campus does not plan to expand to the north nor the south; the campus does plan on east of Speer Boulevard, adding housing on Larimer Street in the next five years
  - The added housing will increase the number of pedestrians in the area
- Currently few pedestrians cross Auraria Parkway towards the Pepsi Center and Elitch Gardens; However, if those areas are built up, increased pedestrian and bike crossing could occur
- There is a safety concern due to poor visibility at 7th Street and Colfax Avenue, where 7th Street becomes Osage Street; Vehicles cannot adequately see pedestrians
- To illustrate the significant role of transit riders, pedestrians, and cyclists, Auraria Campus has over 47,000 students, faculty, and staff; the campus has 5650 parking spaces, which are never full, while their 3800 bike parking spots are regularly full
- When crossing Colfax Avenue on 7th Street, “if you get stopped by a train, you’re late for class”
- Auraria Campus is exploring the use of dockless bikes, but want specific sites in order to protect blind and handicapped students; Auraria Campus is exploring establishing Uber and Lyft drop off and pick up sites
- Barb stated that Auraria Campus wants to stay connected to the I-25 PEL study and can assist with outreach and sharing information with their community

## Meeting Notes

### Stakeholder Interview Notes Denver Aquarium

Location: 700 Water St, Denver, CO 80211

Date/Time: Wednesday, April 4, 2018, 2:30pm – 3:30pm

#### Attendees

Chad Ashley, Denver Aquarium / Landry's Inc.  
Don Rakoski, Denver Aquarium / Landry's Inc.  
Steve Sherman, CDOT  
Karen Good, City and County of Denver  
Jeffrey Range, CDR Associates

#### Agenda

1. Present Project Overview
2. Discuss stakeholder priorities, concerns, and goals

#### Notes

Steve provided a project overview including a description of the PEL process and the study area, noting:

- The study will focus on identifying root causes of congestion on I-25, but other goals and objectives heard in meetings with stakeholders can be included.
- The PEL process is broad visioning effort, and the first level prior to NEPA
- Traffic modelling of the entire area will be part of the PEL Study; it was originally thought the study could be simply a traffic analysis, has been broadened to a PEL.
- Managed lanes do not exist on I-25 in the Study Area, but managed lanes do exist to the north and there is a plan to study managed lanes south of the study area, on Santa Fe, to connect to C470.

#### Discussion of Study Area Issues and Other Projects

- CDOT sees two projects that are prioritized for improvements within 10 years -- the West 23rd Avenue Bridge at I-25 and Speer Boulevard bridge at I-25
  - The bridges were built in the 1950's and are nearing the end of their structural life
  - A ballot question will be presented to Colorado voters in November 2018 for funding for these two projects
  - While no designs currently exist, CDOT is seeking input from stakeholders on how these bridges can best be designed to meet the needs of the area and users; initial design work will commence in the near term
  - Part of the redesign will seek to reduce the number of off and on ramps, of which there are currently six, which contributes to the congestion on I-25
- W. 23rd Avenue and Water Street create difficulties for pedestrian and bike access
- The Denver Aquarium inquired on the cooperation and coordination between the City and County of Denver and CDOT
  - Other concurrent initiatives will contribute to changes in the area around the Denver Aquarium, including the Denver Downtown Area Plan and Denver Moves Downtown; CCD and CDOT are working together on these initiatives, along with the I-25 Central PEL



- The Denver Aquarium would like to be informed on plans from these initiatives in the area around its property
- The Denver Aquarium stated that changes at W 23rd Avenue and Speer Boulevard would have big impacts on their business and inquired whether an off ramp at Speer Boulevard would still have access after bridge and ramp enhancements; the I-25 Central team responded that access to and from Speer Boulevard would remain
- When the Denver Aquarium originally obtained its property a Planning Unit Development included office buildings on Water Street and the current parking lots were considered temporary for those plans; Denver Aquarium has no significant changes to those plans
- The Denver Aquarium would like to stay connected to the I-25 Central process and stay informed on its progress

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## Appendix B

# Stakeholder Survey Comment Analysis

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## Appendix B Stakeholder Survey Comment Analysis

### Stakeholder Survey Comment Analysis

This document summarizes the range of comments received on the public survey for the I-25 Central Planning and Environmental Linkages (PEL) process. The survey, which received 1,425 responses between January and June of 2019, asked questions around frequency of use, types of use, and reasons for use of I-25 Central. In addition, the survey included three open-ended questions asking:

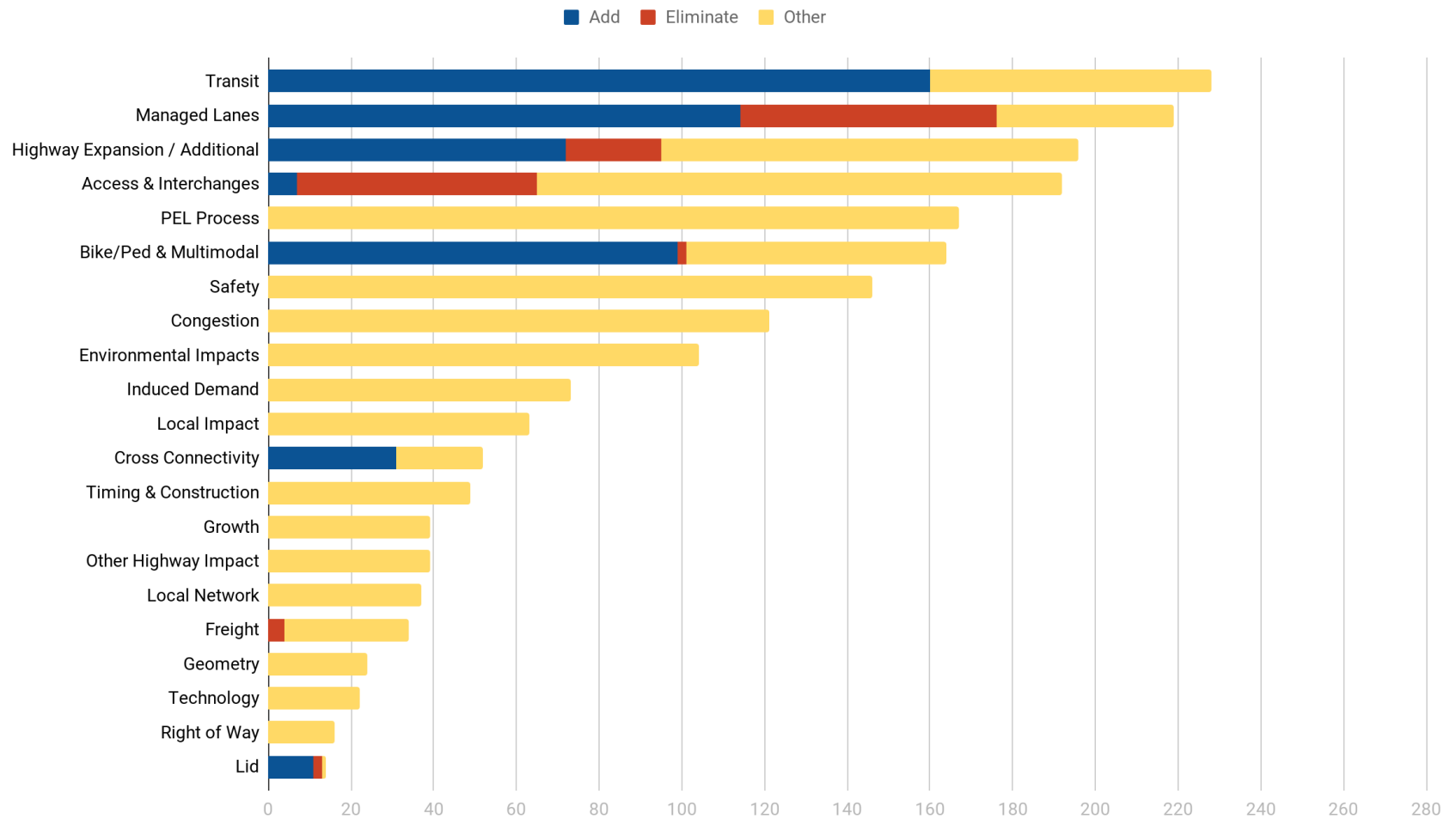
1. What other issues should we consider?
2. Any additional feedback for us?
3. Do you have any other questions about the study?

The three questions received a total of 1,873 individual responses. This document summarizes those responses.

### Survey Comments by Topic

The following bar chart illustrates the number of comments organized into categories. The categories (detailed in the following section) were identified by grouping similar themes together. For comments that included more than one topic, the analysis added multiple “category tags.” As such, the total number of tags does not directly correspond to the total number of comments received.

Comments were also tagged for sentiment. The three sentiment tags are Add, Eliminate, or Other. “Add” signifies support for the category and “Eliminate” signifies opposition to the category. For example, if a comment is about managed lanes and the author supports the use of managed lanes in I-25 Central, the sentiment is tagged “Add.” Some categories (e.g., Safety) are not about transportation facilities, elements, or PEL alternatives, so have no applicable “add” or “eliminate” option, and are tagged “Other.”



## Comment Topic Breakdown

The following chart provides details on all comment categories. Details included in this section:

- **Category Examples** provides an illustrative example of the comment category
- **Notes on Categorization** provides a description of the sentiment options for each comment category
- **Action Taken to Address (Category) Input** provides information on how each category’s input has influenced the I-25 Central PEL

<b>TOPIC</b> [+ EXAMPLES]	<b>NOTES ON CATEGORIZATION</b>	<b>ACTION TAKEN TO ADDRESS INPUT</b>
<b>Access &amp; Interchanges:</b> <i>on- and off-ramps, merging, lane length</i>	“Add” refers to comments requesting more access points. “Eliminate” refers to comments requesting the removal of certain access points or interchanges. Many of the other comments are solution-oriented, such as access locations; safety recommendations; and adjusting light timing.	Inclusion in Purpose and Need Statement; added to Alternatives Evaluation Criteria
<b>Bike, Pedestrian, &amp; Multimodal:</b> <i>alt-transport, access over and along the highway for bicycles and people, policy, mode change, TDM, systems</i>	“Add” refers to comments in favor of expanding or building bike, pedestrian, and other non-vehicular crossings and routes. “Eliminate” refers to comments requesting that bikes not be considered in alternatives. Many of the other comments are concerns about bikes on the highway; anecdotal commentary about bike use; and requests for improvements of existing facilities.	Groups such as Bike/Walk Denver and Transit Alliance are represented in Stakeholder Focus Group (SFG).
<b>Congestion:</b> <i>traffic, travel time</i>	Comments on congestion represent concerns not necessarily correlating to a solution or alternative. The “add” or “eliminate” options do not apply.	The PEL purpose is to identify the causes of congestion and develop options to improve travel time and reliability.

<b>TOPIC</b> [+ EXAMPLES]	<b>NOTES ON CATEGORIZATION</b>	<b>ACTION TAKEN TO ADDRESS INPUT</b>
<b>Cross Connectivity:</b> <i>access over and along the highway for all users</i>	“Add” refers to comments requesting that bridges be improved, or new crossings built, to create safe and/or efficient connections over the highway. This topic includes bikes, pedestrians, cars, transit, and other uses.	Connectivity across I-25 Central was included in the PEL purpose.
<b>Environmental Impacts:</b> <i>S. Platte River, air quality, pollution, climate change</i>	Comments on environmental impacts represent concerns not necessarily correlating to a solution or alternative. The “add” or “eliminate” options do not apply.	As with all PEL and National Environmental Policy Act (NEPA) processes, the environmental impacts of any alternative are identified and evaluated. The PEL included in public involvement (stakeholder interviews, SFG membership) stakeholders with specific interests around environmental issues.
<b>Freight:</b> <i>trucks, lane use, deliveries</i>	“Eliminate” refers to comments in support of removing access to semi-trucks.  Many of the other comments support restricting freight use to certain lanes or certain hours.	The Colorado Motor Carriers Association is represented in the SFG and Technical Advisory Committee (TAC).
<b>Geometry:</b> <i>curves, visibility, speed changes, shoulders</i>	Comments on geometry represent concerns not necessarily correlating to a solution or alternative. The “add” or “eliminate” options do not apply.	Geometric corrections are under evaluation as an alternative.

<b>TOPIC</b> [+ EXAMPLES]	<b>NOTES ON CATEGORIZATION</b>	<b>ACTION TAKEN TO ADDRESS INPUT</b>
<b>Growth:</b> <i>population, future use, traffic, TDM</i>	Comments on growth represent concerns not necessarily correlating to a solution or alternative. The “add” or “eliminate” options do not apply.	The Study uses 2040 projected data from Denver Regional Council of Governments (DRCOG) in modeling alternatives.  The Study continues to work closely with the City and County of Denver (CCD), DRCOG, Federal Highway Administration (FHWA), and other key partners in developing scenarios that are aligned with growth projections and policy priorities.
<b>Highway Expansion &amp; Additional Lanes:</b> <i>add / expand current footprint</i>	“Add” refers to comments in support of expanding the highway and adding lanes.  “Eliminate” refers to comments that requested the removal of a lane(s).  Most other comments are in opposition to expanding the highway or adding lanes.	Various additional lane scenarios are under evaluation as alternatives.
<b>Induced Demand:</b> <i>increased capacity will not reduce congestion</i>	Comments on induced demand represent concerns not necessarily correlating to a solution or alternative. The “add” or “eliminate” options do not apply.	The Study uses 2040 projected data from DRCOG, which includes additional demand and modeling of alternatives including consideration of changes in travel patterns.

<b>TOPIC</b> [+ EXAMPLES]	<b>NOTES ON CATEGORIZATION</b>	<b>ACTION TAKEN TO ADDRESS INPUT</b>
<b>Lid:</b> <i>covering all or parts of the highway</i>	“Add” refers to comments in support of adding a lid. “Eliminate” refers to comments in opposition of the lid on I-70.	A highway lid was considered as an alternative; through the evaluation process a lid will not be carried forward as a primary element.
<b>Local Impact:</b> <i>effects on neighborhoods and businesses along the highway</i>	Comments on local impact represent concerns not necessarily correlating to a solution or alternative. The “add” or “eliminate” options do not apply.	Several neighborhood organizations participate in the SFG. The Study attended neighborhood meetings to discuss and encourage communities to take the survey.
<b>Local Network:</b> <i>effects on arterial and side roads along the highway</i>	Comments on local network represent concerns not necessarily correlating to a solution or alternative. The “add” or “eliminate” options do not apply.	Level 3 evaluations include modeling for impacts on the local networks.
<b>Managed Lanes: High occupancy vehicle (HOV), toll, express, transit only, thru-traffic only, none</b>	“Add” refers to comments requesting some sort of a managed lane, such as HOV or express. “Eliminate” refers to comments that request the removal of managed lanes. Many of the other comments offer solutions; express opposition to reversible lanes and/or public-private partnerships; or ask questions about toll roads.	Managed lanes are an alternative under evaluation.
<b>Other Highway Impact:</b> <i>E470/C470/I-225/I-270/I-70, bypass options</i>	Comments on other highway impact represent concerns not necessarily correlating to a solution or alternative. The “add” or “eliminate” options do not apply.	Level 3 evaluations include modeling for impacts on some other highways.

<b>TOPIC</b> [+ EXAMPLES]	<b>NOTES ON CATEGORIZATION</b>	<b>ACTION TAKEN TO ADDRESS INPUT</b>
<b>PEL Process:</b> <i>survey, alternatives, evaluation criteria, stakeholder engagement, input</i>	Comments on the PEL process represent concerns not necessarily correlating to a solution or alternative. The “add” or “eliminate” options do not apply.	The Study provided more information to stakeholders (e.g., FAQs) and a video on the PEL process are available on the website to answer process questions.
<b>Right of Way:</b> <i>sprawl, environmental justice, businesses, adjacent lands</i>	Comments on right of way represent concerns not necessarily correlating to a solution or alternative. The “add” or “eliminate” options do not apply.	Key stakeholders, including businesses and neighborhoods along the corridor, are involved in the SFG.
<b>Safety:</b> <i>vehicular safety, bike and pedestrian safety, shoulder use, speeds, enforcement</i>	Comments on safety represent concerns not necessarily correlating to a solution or alternative. The “add” or “eliminate” options do not apply.	Safety is included in the mission of CDOT, is part of the Purpose and Need, and is a criteria for all evaluations.
<b>Technology:</b> <i>future tech, autonomous vehicles, variable messaging</i>	Comments on technology represent concerns not necessarily correlating to a solution or alternative. The “add” or “eliminate” options do not apply.	Technology and Future Flexibility are part of the evaluation criteria.
<b>Timing &amp; Construction:</b> <i>when, how much, funding sources, impacts during construction</i>	Comments on timing and construction represent concerns not necessarily correlating to a solution or alternative. The “add” or “eliminate” options do not apply.	The Study provided more information to stakeholders (e.g., FAQs) and details on schedule are available on the website to answer timing and construction questions.

<b>TOPIC</b> [+ EXAMPLES]	<b>NOTES ON CATEGORIZATION</b>	<b>ACTION TAKEN TO ADDRESS INPUT</b>
<b>Transit:</b> <i>Light Rail, Front Range Rail, bus and rapid bus networks, mobility hubs</i>	“Add” refers to comments in support of new, expanded, and/or improved transit systems, including Light Rail, Front Range Passenger Rail, and bus.  Many comments were anecdotes on experiences with or barriers to using transit.	Regional Transportation District (RTD) is represented in the SFG and TAC.



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## Location-Specific Survey Comment Analysis

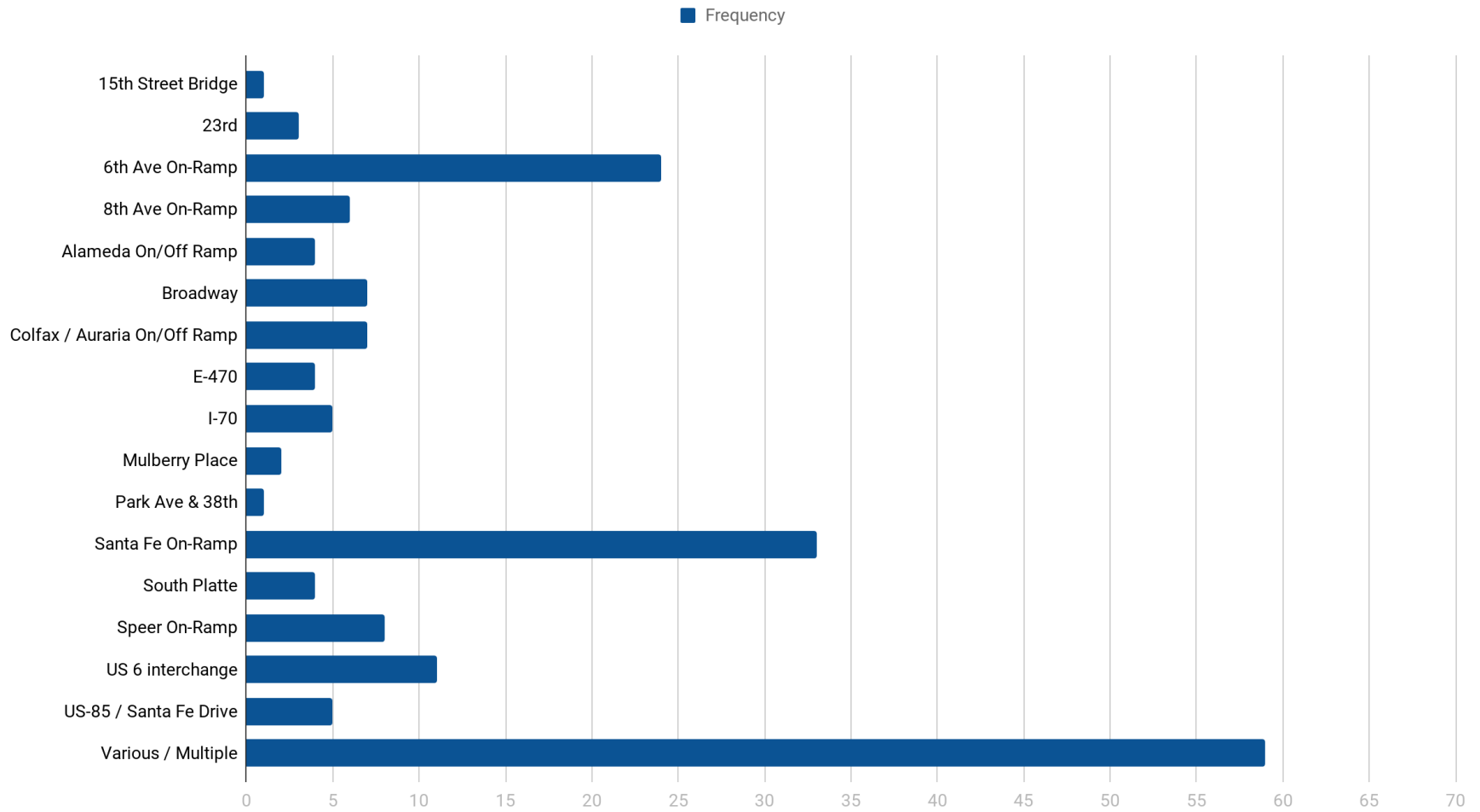
This document summarizes the comments received on the public survey for the I-25 Central PEL process that specifically reference one or more locations along the Study area. The survey, which received 1,425 responses between January and June of 2019, included three open-ended questions, which provided opportunity for location-specific input:

1. What other issues should we consider?
2. Any additional feedback for us?
3. Do you have any other questions about the Study?

The three questions received a total of 1,873 individual responses. This document summarizes the 184 location-specific comments.

## Survey Comments by Location

The following bar chart illustrates the number of comments organized into specific references to locations within the Study area. Comments that specified more than one location, or specified a stretch of highway between two locations, are captured under the “Various / Multiple” category.



**Appendix C**  
**Comment Database Summary**

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## Appendix C Comment Database Summary

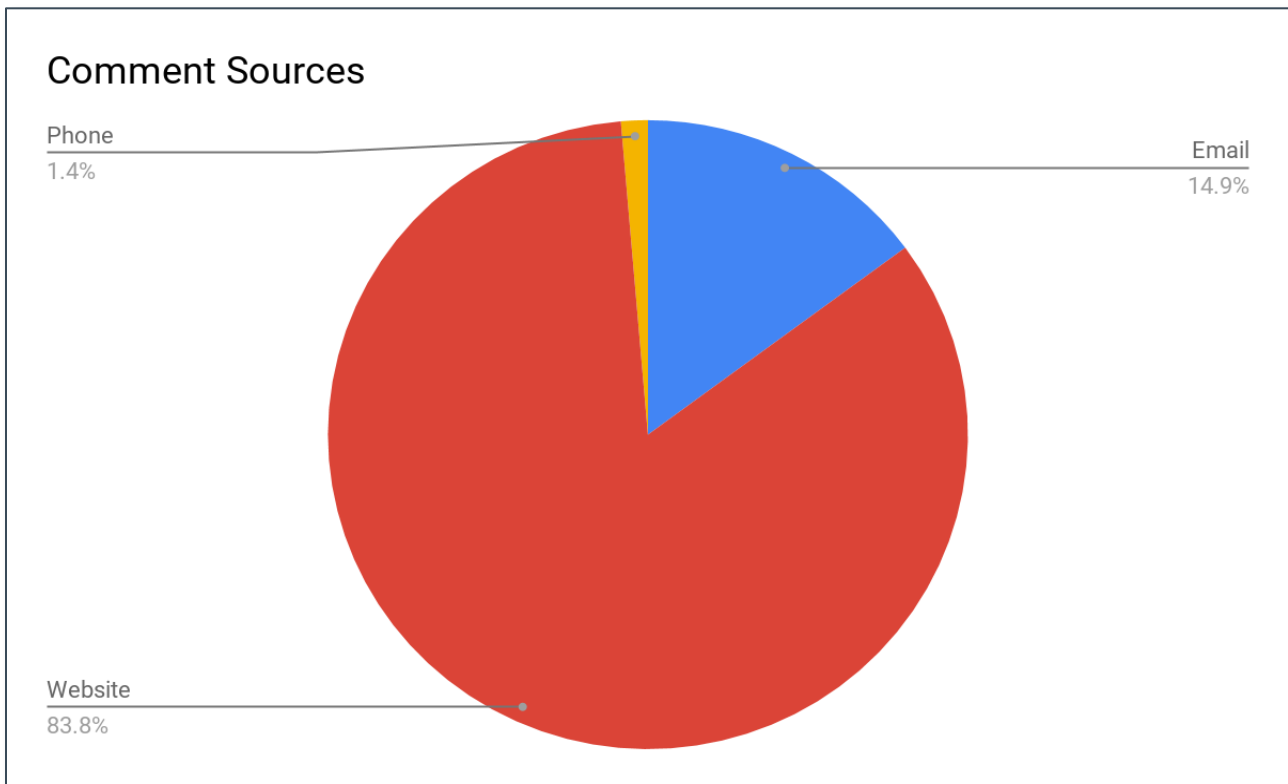
### Comment Database Report Overview

This document captures and categorizes the input received via the website comment form, the project email, and the project phone number between January 2018 and December 2019. In total, 74 comments were received from stakeholders. Of the 74 comments, 63 of the authors signed up for project updates.

Stakeholders participating in the Stakeholder Focus Group (SFG), Technical Advisory Committee (TAC), and/or Executive Oversight Committee (EOC) are generally not included in this count.

### Comment Sources

A total of 65 comments were received via the website comment form. Eight comments were received by email to the project email of [i25centralpelinfo@gmail.com](mailto:i25centralpelinfo@gmail.com). One comment was recorded following a phone call between the stakeholder and CDOT's project manager.



## ZIP Codes

When submitting comments through the website comment form, stakeholders provided their ZIP codes. This allowed tracking the counties from which input was received. As illustrated in the chart below, the majority of comments came from Denver County, followed by Arapahoe County. Three comments were received with out-of-state ZIP codes.

Adams	2	3%
Arapahoe	8	12%
Boulder	2	3%
Denver	49	72%
Douglas	2	3%
Jefferson	2	3%
Out of state	3	4%
	<b>68</b>	

## Substantial Comments

Website, email, and phone comments listed here are not a comprehensive database of public input. This list includes substantive comments on the I-25 Central Planning and Environmental Linkages (PEL) Study and does not include questions, requests to be added to the mailing list, or other administrative and general communications (e.g., “Thanks for the email.”).

Stakeholder Comment	Date
For the love of god please don't widen Central I-25. It's wide enough as it is. Congestion may be bad (I say that as a daily user), but there is no right against congestion and it already is a huge barrier to a connected Denver. However, the route along the South Platte could be buried in order to free up open space and connect Denver neighborhoods, and the area next to the Children's Museum and up to Speer is the perfect candidate for a highway cap park.	1/29/2018
hello, my name is Tracy Sakaguchi and I work for the Colorado Motor Carriers Association and we are major stakeholder. I would like to see if we could be more involved with the I-25 Central project? I sit on the PLT and TT for West Vail Pass, TT for WB PPSL and Floyd hill as well as the I-25 Gap project.	2/6/2018
Your website focuses on travel time issues. I would like to see equal weight placed on environmental quality, impact on adjacent neighborhoods, enhancing connectivity across the I-25 corridor (especially for pedestrians and bicycles) impact on public health, and effects on economic development as goals and objectives of this study.	2/6/2018
The projected project area, Interstate 25 (I-25) through Central Denver, between Santa Fe Drive and 20th Street, runs parallel with the South Platte River. This urban portion of the South Platte River currently provides aquatic value. Gamefish species inhabiting this portion of the river include smallmouth bass, channel catfish, brown trout, and rainbow trout. Almost all of the catfish and brown trout are moving downstream from upstream tributaries and reservoirs, as are some of the bass. The bass are reproducing naturally in this stretch of the South Platte. Most of the rainbow trout inhabiting this section	2/12/2018

Stakeholder Comment	Date
<p>of the South Platte are stocked locally. The river also provides valuable habitat for native non-game species such as white sucker, fathead minnow, longnose dace, johnny darter, Iowa darter, and green sunfish. There also may be opportunities associated with the Project to improve instream aquatic habitat (e.g., install instream fish habitat structures, remove barriers to fish movement).</p>	
<p>I am a committee member of the Sloan's Lake Citizens Group and have a vested interest in the changes occurring on this Planning study. Currently, a major issue in the Sloan's Lake Neighborhood is the volume of traffic cutting through the neighborhoods on 23rd avenue en route to destinations north of 26th avenue or west of Sheridan. This problem arises from the lack of efficient access onto 26th avenue from the highway. If the highway was redeveloped to include a 26th ave exit or bridge this would significantly improve the current traffic problems and probably cut down traffic volume cutting through residential streets by 30% or more!</p>	5/9/2018
<p>Please prioritize pedestrian/biking commuters over vehicular traffic on 23rd Avenue!!! Enhance the bridge by adding green landscaping!!! The bridge is in prime location and money should be invested in the bridge similar to the park that is going over I-70. This location is even more important and should receive comparable funding!</p>	5/9/2018
<p>As I drive the corridor in the study area, the number of on &amp; off ramps seem to be significant &amp; dense with very little space &amp; distance for merging, creating a need for traffic to slow down significantly. An option I've been wondering about is to move the on/off ramps at key intersections, like Colfax &amp; Speer, to the center of the highway with a traffic circle on the bridge to keep traffic flowing, albeit at a slower, &amp; safer, speed. This would give a much greater distance for an accessory lane for these local on/off ramps that anecdotally slow traffic in the right lanes significantly in the study area. I'd like to hear if this is possible in engineering &amp; regulatory terms. Thank you</p>	5/17/2018
<p>Baker Historic Neighborhood Association (BHNA) has been deeply involved in previous planning projects for our portion of I-25 (Broadway to 6th Ave.), particular in the Valley Highway Plan and the South Broadway NEPA; we would like to be involved in this current planning project, please keep us informed of meeting dates and if there is a stakeholder committee, we request that we be invited to participate</p>	6/12/2018
<p>I am particularly interested in the completion of the promenade sidewalk on west side of SB 25 from 20th to Speer- missing section between 15th along the NW clover ramp and speer &amp; zuni. Speer &amp; Zuni is terrible crossing for bike peds. Thank you.</p>	7/3/2018
<p>Need to include provision of a third track on the CML for future Front Range passenger rail service. Follow Up: Need to extend Express lanes south of Speer Blvd and add drop ramp to Speer to eliminate weaves.</p>	7/30/2018
<p>Need to extend Express lanes south of Speer Blvd and add drop ramp to Speer to eliminate weaves.</p>	7/31/2018
<p>The Colorado Rail Passenger Association, ColoRail, is concerned with the need to maintain capacity for both increased freight and future passenger rail traffic on the freight rail lines adjacent to I-25 between Santa Fe Drive and 20th street.</p>	8/6/2018
<p>While the Consolidated Main Line (CML) has three track north of Walnut Street until north of DUS where the UP track splits from the BNSF, all three are sometimes used for freight operations and staging.</p>	8/6/2018

Stakeholder Comment	Date
<p>Limiting the CML to only two tracks south of Walnut would be a bottleneck for future passenger service. The right-of-way currently exists for the third track in most of the segment parallel to I-25. In fact there is a siding in part of the segment. The expansion of I-25 should not preclude the future restoration/addition of the third main track south of Walnut Street.</p> <p>Another part of this same PEL will look at the I-25/Colfax interchange. It should include grade separation of the at-grade crossing at Walnut. The City is conducting an amendment to the Central Platte Valley-Auraria plan which includes a massive new development of the parking lots at Elitch and Pepsi Center. The “River Mile” would add greatly to the traffic volumes at Walnut Street. The PEL should include this grade separation. This is already a serious safety hazard with pedestrian traffic to and from Mile High Stadium.</p>	
<p>Dear Study Team – yes I’d be happy to chat with a Team member about Central I-25 issues. Not sure where you are in developing statement of P&amp;N. While I’m retired now I’ve been involved in a number of EIS studies for highway and rail. Know that Central I-25 is the hole in the donut between TRex and the express lanes north of 20th Street but it sure needs help.</p>	8/9/2018
<p>[Steve Sherman summation of stakeholder phone call]</p> <p>He made a few great points to keep in mind for our alternatives. In a study he did a few years ago, they found that the folks exiting the express lanes at 20th have to cross all the lanes of traffic to get to the Speer off ramps, and similarly in the PM peak, in the afternoon folks getting on I25 at Speer have to cross three lanes to enter the express lanes. We have talked about creating additional direct express lane direct access to/from downtown, and Speer would be an obvious one to keep in mind.</p> <p>He also wanted to be sure we continued to allow for three full tracks in the CML rail corridor for N-S regional rail that might come about. I understand this long term planning thought and we will keep it in mind with our BNSF conversations.</p> <p>I gave him my direct # in case he comes up with other great ideas!</p>	8/10/2018
<p>Hi Jeffery,</p> <p>I recommend you get, these people involved:</p> <p>Joel Nobel, INC Transportation Committee</p> <p>Geneva Hooten, INC Transportation Committee</p> <p>Earn Thomas Tafoya, INC ZAP Zoning Committee</p> <p>Info at <a href="http://denverinc.org">denverinc.org</a></p> <p>Kathleen Osher, Transit Alliance.Org</p> <p>Email, <a href="mailto:kosher@transitalliance.org">kosher@transitalliance.org</a></p> <p>I will get with Stella for a couple other folks to add, I also probably have some comments to add.</p>	9/6/2018
<p>It’s not the 1960s anymore, and we know that interstates through urban areas were a disaster. Let’s learn from our mistakes instead of leaning into them, like the ill-fated Central I-70 boondoggle.</p> <p>Open up access to the South Platte between Santa Fe and 6th Avenue. Create a covered Park over I-25 from Colfax to Speer (the kids’ museum right there means, even though ventilation for such a tunnel would be expensive, you’d be protecting kids). Create a URA and use the TIF money to support the project.</p>	10/4/2018



Stakeholder Comment	Date
<p>For the love of god, don't demolish any more homes and businesses for more cars. Most of the folks moved here because they love our city, let's stop destroying our city and moving everyone else to Castle Rock.</p> <p>You show people walking and biking in your video. Spend 1/10th the amount you're planning to spend on better walking and biking infrastructure, and 1/2 on transit, and you'll likely increase capacity even more and still have 4/10ths in savings.</p> <p>I commute Littleton to Boulder every day, and can do it faster never once setting foot (or SOV wheel) on I-25.</p> <p>I-25 already destroyed our access to the river and cut downtown off from some of our poorest neighborhoods. Don't let it destroy more of our city.</p> <p>It's not the 1960s anymore, so fire the engineers who want to continue building highways like it is. In case you missed the memo, you're the Department of Transportation and no longer the Department of highways. Start acting like it.</p>	
<p>I live in the Sloans Lake neighborhood and frequently commute to work by bicycle. 23rd Ave. is the most convenient route connecting our neighborhood to downtown and to the Cherry Creek Trail. This is a very important connection for our neighborhood that I hope will be a priority in this study.</p> <p>Another issue that concerns our neighborhood is the limited efficient access to I 25. Traffic from the neighborhoods to the north south and west of Sloans Lake cut through our neighborhood onto 23rd Ave in order to access the highway significantly increasing traffic through our community raising safety concerns for pedestrians, children and pets. Our neighborhood needs improved Connectivity to I 25 via Colfax and 26th Ave.</p>	11/21/2018
<p>This is a critical segment of freeway, so hopefully the study will ultimately inform longer-term needs.</p>	12/4/2018
<p>Put a HOA lane in please.</p>	3/1/2019

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