



Public Meeting 2 Summary

CDOT hosted a public meeting series in April 2024 to provide an update on the progress and recommendations for transportation improvements to the I-270 corridor. Information about the various design improvements under consideration was presented, and participants were asked to share input about which options they felt should be explored further, any additional options or features to consider, and how to better meet transportation and community needs.

Multiple methods of communication were used to notify the public of the meetings: postcards, community flyers, print advertisements, digital display advertisements, social media, email blasts, and press release.

In-Person Meetings

Two in-person public meetings were held at the Eagle Pointe Recreation Center in Commerce City. The first meeting was on Wednesday, April 17, 2024. The second meeting was on Saturday, April 20, 2024. Spanish and American Sign Language (ASL) translation services were provided. Food and childcare were also offered at the meeting. In total, 77 people attended the in-person meetings, including 47 at the April 17 meeting and 30 at the April 20 meeting.

The meetings were structured as an open house format, with exhibit boards set up around the room along with project staff available to discuss the project and answer questions. The boards provided information on the project background, public involvement, environmental process and resources, and alternatives as listed below. No formal presentation was provided.

- Welcome and Sign-in Station
 - Welcome (board 1)
 - How to Get Involved (board 2)
 - Project Background Station
 - Project Schedule (board 3)
 - Project Background (board 4)
 - Purpose and Need (board 5)
 - Origin and Destination Study (board 6)
- Public Involvement Station
 - Public Involvement Approach (board 7)
 - October 2023 Public Open House Summary (board 8)
 - Listening Sessions and Stakeholder Workshops (board 9)
 - Response to Community Input (board 10)
- Environmental Station
 - Environmental Impact Assessment Process (board 11)
 - Right of Way (board 12)
 - Bicycle and Pedestrian Facilities (board 13)



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- Air Quality (board 14)
- Environmental Justice and Community Study Area (board 15)
- Waters, Wetlands and Wildlife (board 16)
- Recreation and Socioeconomic Resources (board 17)
- Alternatives Station
 - Alternatives Overview (board 18)
 - No Action Alternative (board 19)
 - Bicycle, Pedestrian, and Transit Enhancements Alternative (board 20)
 - Minimal Build Alternative (board 21)
 - Three General-Purpose Lanes Alternative (board 22)
 - Two General-Purpose Lanes and One Transit-Only Lane Alternative (board 23)
 - Two General-Purpose Lanes and One Express Lane that Accommodates Transit Alternative (board 24)
 - Three General-Purpose Lanes and One Express Lane that Accommodates Transit Alternative (board 25)
 - Two General-Purpose Lanes and Two Express Lanes that Accommodate Transit Alternative (board 26)
 - Other Design Elements Common to Build Alternatives that Improve I-270 (board 27)
 - Preliminary Alternatives Evaluation and Screening (board 28)

Hard copy comment forms were available in English and Spanish at the in-person meetings. An online comment form, which included the same questions as the hard copy comment sheets, was posted on the CDOT website.

Online Webinar

The one online webinar and question and answer session was held on Zoom Thursday, April 18, 2024. There were 41 people who attended the webinar. Interactive polls captured attendee input during the webinar and attendees were encouraged to fill out the online comment form.

The webinar consisted of a 30-minute presentation and 15-minute question and answer session. The presentation summarized the background of I-270, the Environmental Impact Study (EIS) process, purpose and need of the corridor improvements project, public involvement activities, the alternatives considered, and the alternatives and design elements recommended for full analysis in the EIS. Participants were encouraged to attend the upcoming Saturday in-person public meeting or review the public meeting boards posted on CDOT's website for additional more detailed information. A recording of the webinar is available on CDOT's website.

Summary of Public Input

Attendees were highly engaged with more than 70 percent of in-person meeting attendees providing written or online comments and over a third indicating an interest in joining the stakeholder workshops.

At both in-person meetings, attendees talked with project staff and other attendees about the project and how they could get involved. The attendees were engaged and most spent an hour or more at the open house. People expressed support for advancing the project, many noting that it was long overdue and would benefit Commerce City and interstate users. Residents observed that the project area has been neglected in comparison to other areas in the Denver metropolitan area, and that the I-270 corridor operates poorly and is unattractive. Attendees were interested to learn about the alternatives being considered for the project and asked insightful questions about the project elements. Many offered suggestions about the alternatives proposed and additional elements that could or should be considered.

The themes of the comment forms received reflect the in-person discussions with staff. Themes included suggestions about:

- Project direction, schedule, and funding
- Project alternatives
- Location-specific needs or recommendations for roadway improvements
- Types and locations for potential non-roadway bicycle or pedestrian improvements
- Express Lane operations and monetary considerations
- Opportunities for environmental or community enhancements
- Public outreach

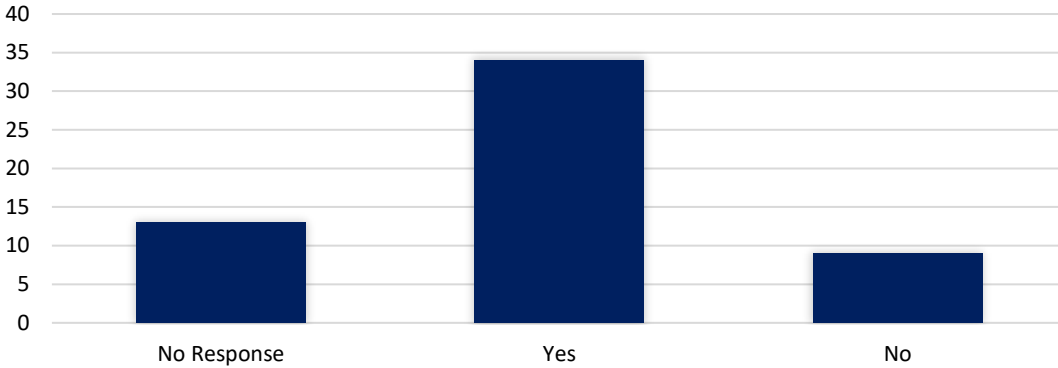
Comment forms

The following section details the comments received from the 45 hard copy comment sheets collected at the in-person meetings and the 11 online comment forms received between April 17 and April 26. The questions and results are summarized below.

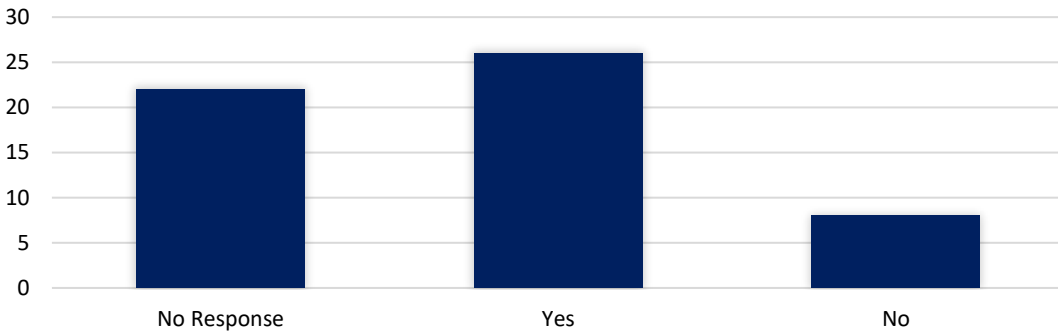


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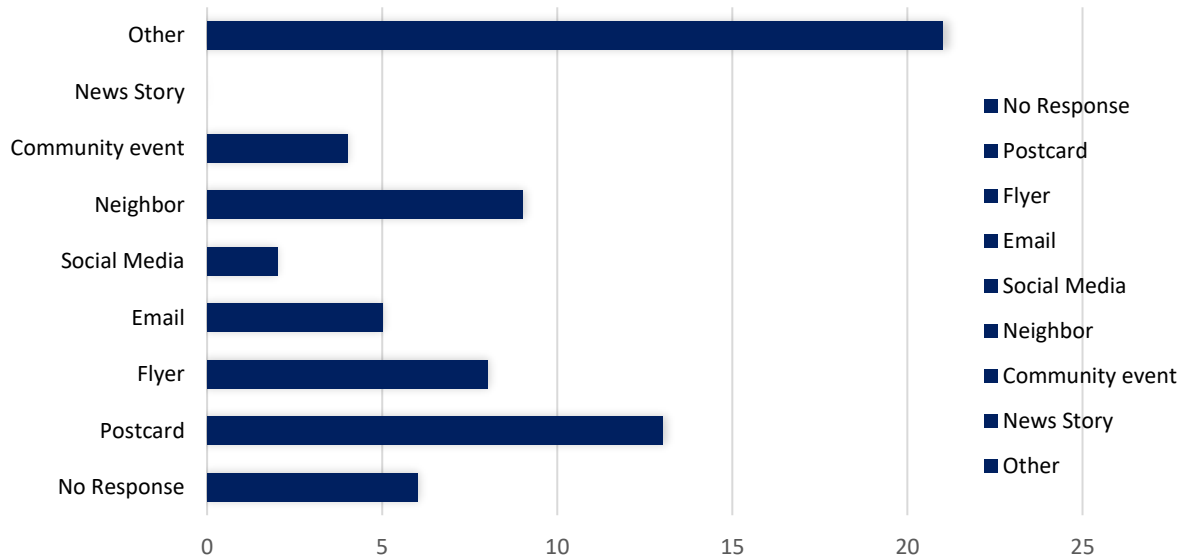
Would you like to be added to the project email list?



Would you like to join the stakeholder workshops?



How did you hear about the meeting?





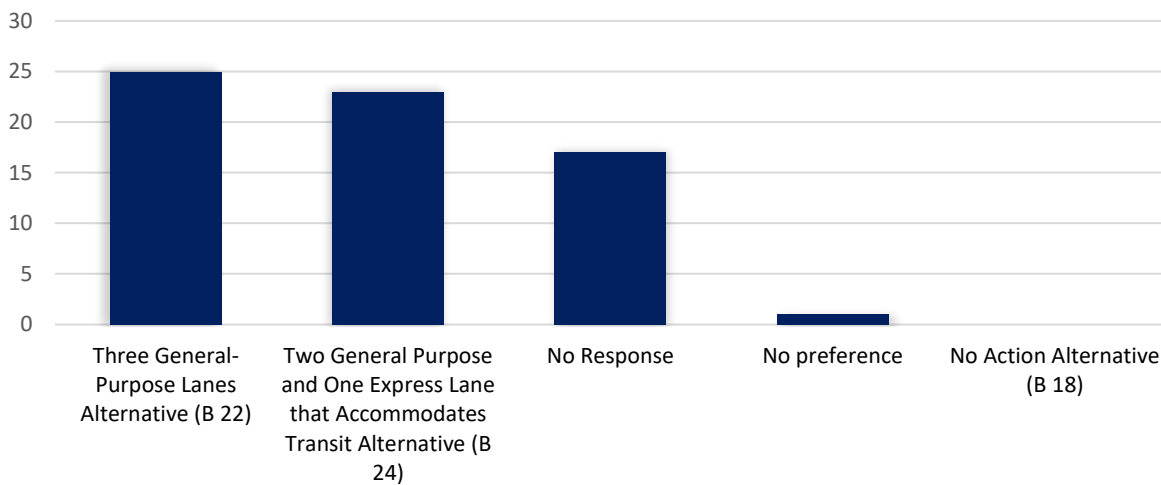
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The “Other” category included word of mouth from bilingual community liaisons, members of the project team, and community leaders. Some people heard about the meeting through multiple sources and indicated as such in their responses.

Comments about Project Alternatives

The comment form asked several questions about alternatives, which was the primary focus of the meeting. Answers to the multiple-choice questions are summarized below. The summary of answers to the open-ended questions are combined and categorized by themes.

Based on what you have seen at today’s meeting, which of the recommended alternatives do you think would most effectively serve the project? (Board numbers describing the alternatives were provided for reference.)

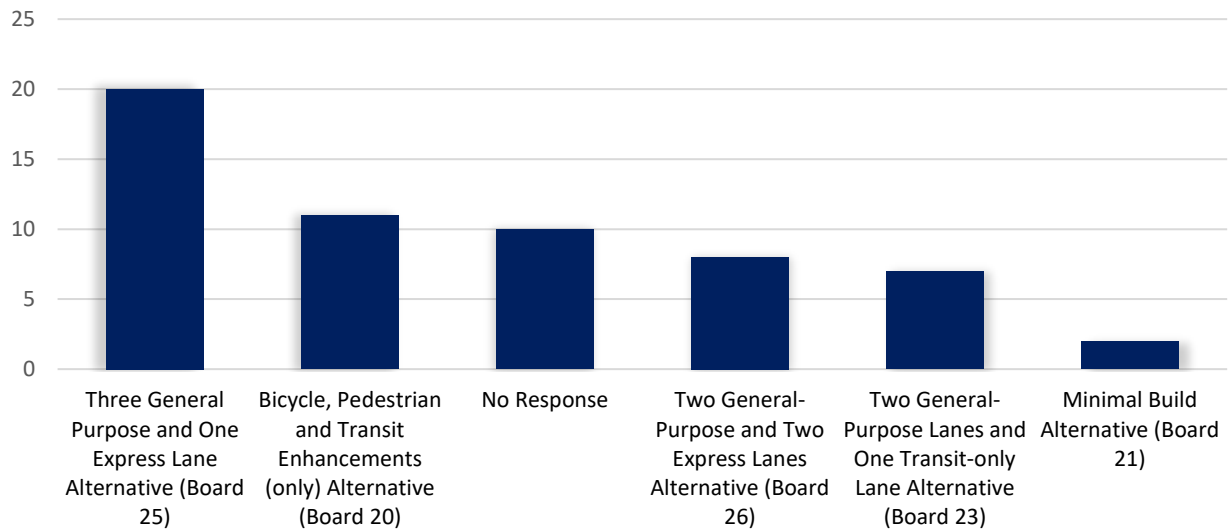


Some respondents selected more than one option. Of the 16 respondents that provided no response for this question, 5 did not select any of the set-aside alternatives listed in the subsequent survey question as alternatives they want CDOT to continue to consider; 9 suggested that the project continue considering one or both of the 4-lane (in each directions) alternatives; 1 person suggested CDOT continue considering the Two General-Purpose Lanes and One Transit-Only Lane Alternative; and 1 person suggested CDOT continue considering the Bicycle, Pedestrian, and Transit Enhancements (only) Alternative.



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Are there alternatives that are being set aside that you want CDOT to continue to consider?



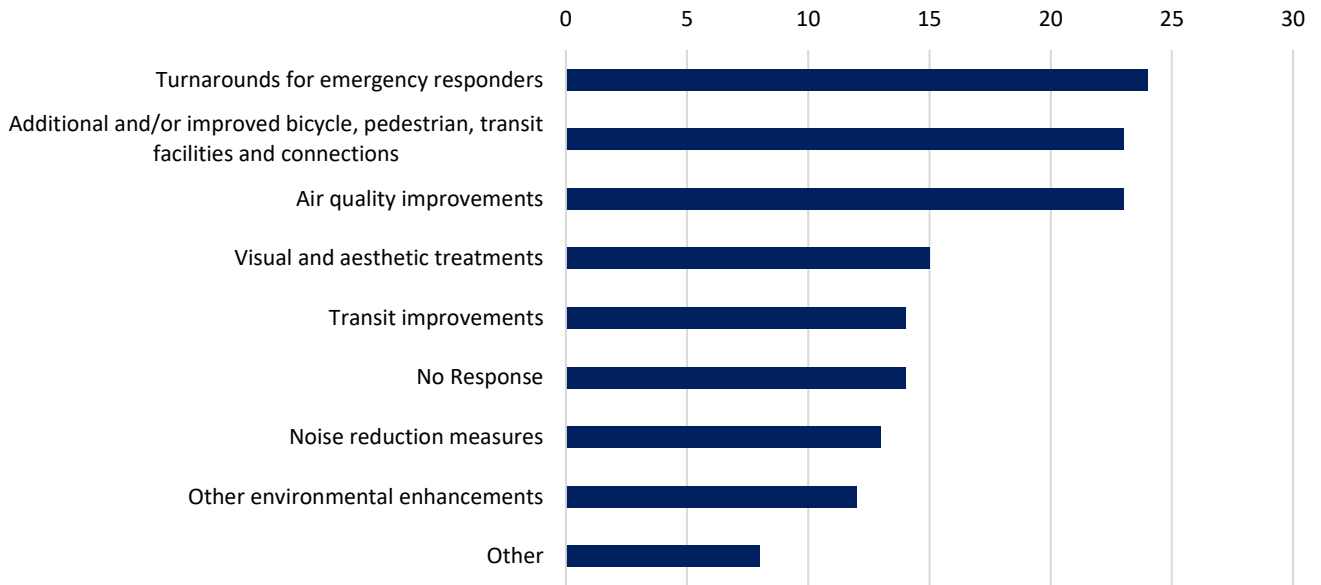
Some respondents selected more than one option. Further analysis of the responses revealed the following trends:

- Of the 20 respondents who recommended CDOT continue to consider the Three General-Purpose and One Express Lane Alternative (Board 25), 15 also indicated in the prior recommended alternatives question that the Two General-Purpose Lanes and One Express Lane Alternative and/or Three General-Purpose Lanes Alternative would effectively serve the project; and 5 didn't select any of the recommended alternatives as effectively serving the project.
- Of the 11 respondents who recommended CDOT continue to consider the Bicycle, Pedestrian and Transit Enhancements (only) Alternative (Board 20), it appears 2 were recommending this alternative as a preferred alternative; 4 respondents gave mixed responses that were unclear whether they wanted this alternative as a standalone alternative or integrated into another alternative that includes highway improvements; and 5 indicated in their other responses a clear preference for alternatives that included improving the highway and adding capacity but also wanted to see the project incorporate some bicycle, pedestrian, and transit enhancements.
- Of the 7 respondents who recommended CDOT continue to consider the Two General-Purpose Lanes and One Transit-Only Lane Alternative (Board 23), it seems many may have checked this box accidentally or did not actually want a Transit-Only Lane. No respondents provided additional comments discussing the benefits or recommendations for a transit-only lane; 4 respondents did not select transit improvements, in the subsequent survey question, as an element that they wanted CDOT to continue to develop; and all but one respondent selected other alternatives that they also liked.



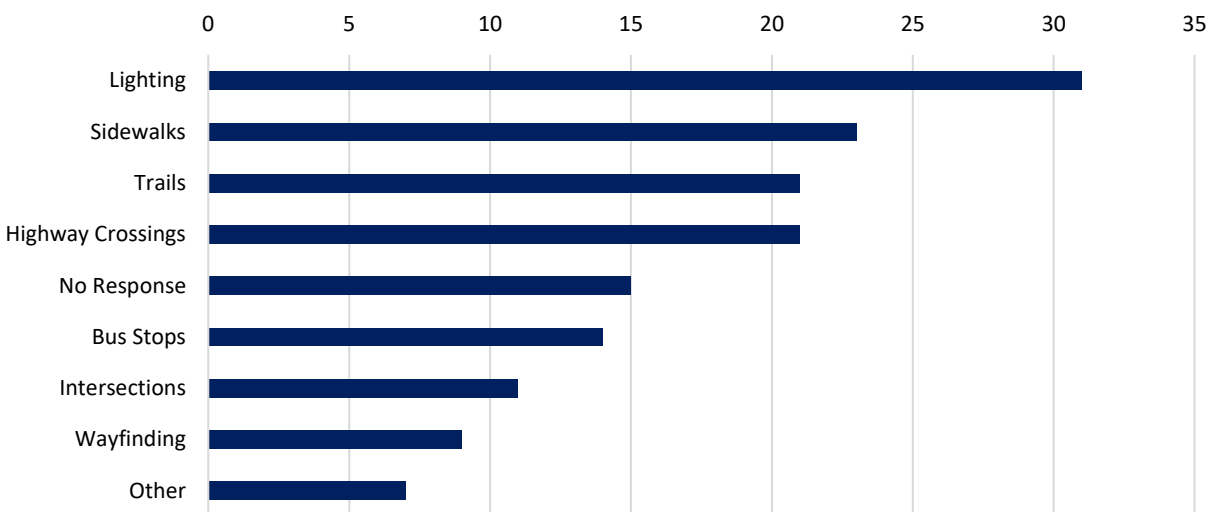
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What additional elements do you think are most important to continue to develop? (option to select multiple elements)



Responses provided with selection of “Other” included three suggestions for lighting and one suggestion each for planting trees, address highway exits, fixing only the bridges, and curbs.

Which bicycle, pedestrian, or transit improvements would be most helpful? (check all that apply)



Responses provided with selection of “Other” included filling potholes and low spots on the road, providing vegetation and trees, fixing bridges, providing bicycle and pedestrian connections to the Sand Creek Trail, and providing clean air and clean water.



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Open-ended questions about alternatives

- Do you have comments about the alternatives presented tonight? Or other ideas for improving I-270 that haven't been considered?
- Do you have any other suggestions, comments, or questions?

Of the 56 respondents, 36 responded to the first question, and 34 responded to the second question. Input from the two questions is combined in this summary due to the overlap in topics and input. Respondents expressed support for the project direction and recommended alternatives, suggested other project elements or alternatives to consider, provided specific feedback about Express Lanes, observed opportunities for environmental or community enhancements, and commented on public outreach. The comments are provided verbatim organized into these categories.

Support for Project

- ...adding more lanes will solve traffic since it's a commerce zone.
- I think it's very good that they think about widening the I270 because there is a lot of traffic...
- Personally, I would like to have the bridges remodeled, which are already in very poor condition, to be considered in this project as well.
- The improvement of the bridges since they look very deteriorated
- I like where you are going with the improvements.
- Everything looks fine
- I think it covers everything
- Let them do the work to benefit the city as soon as possible
- New roads are of vital importance for the development of our cities.
- Improvements are way overdue.
- The sooner the better!! Highway was never built to accommodate today's traffic.
- I hope this project is something productive in the future for our community and inclusive. A general improvement since it is very urgent and necessary in Commerce City.
- Currently we avoid 270 all day long. We use the I25 to I70 in place of the 270 corridor.
- This 270 project is very important to move traffic and this will help lower emissions and less impact the environment.
- I travelled from Welby to/from aurora daily for 14 yrs. Had to use sand creek and 58th most days since 270 is such a mess.



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Alternatives

- I like the alternative of 3 general-purpose lanes. I like the alternative of 2 general - purpose lanes and one express lane so that the money stays with the community as well.
- 3 general lanes and an express lane, I think the best option is to have 2 express lanes and they end up slowing down like on I-70
- 3 all purpose lanes are a must!!
- An additional transit lane would be best.
- NO on minimal build alternative.
- Build 1 new general purpose lane will help reduce traffic times by the most amount for the most number of users/drivers.
- ...according to the project description it is fine
- Yes, they (alternatives) have been considered
- There is another alternative that I would think that CDOT should consider. Using the minimal board (board 21), but adding an additional access lane between entrance and exit ramps. Example: A continuous lane from entrance at Quebec to exit at Vasquez. Then a continuous lane from entrance at Vasquez to the exit at York/I-76. I believe that adding any additional thru lanes for the length of the corridor would only create additional problems at the choke points at I-25 and I-70.
- I also believe in the utilization of board 20 for pedestrian and bicycle access under the HI Way.
- Maybe 3 general lanes and then longer lanes to merge onto and get off the highway to keep traffic moving.
- 3 lanes would be a great improvement for traffic.

Location-Specific Ideas and Recommendations for other Elements

- Off ramp at Vasquez- allow for right turn on to Vasquez to make left @ S6
- Clarify 60th Ave west of Vazquez. How will it be changed or impacted?
- Keep bicycles and pedestrians away/off I-270. It's a racetrack, major highway
- Lights on ramps and off ramps. Brighton Blvd lighting
- Increase signage for Sand Creek.
- Increase signs warning lane will end.
- ...cameras for surveillance.



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- Insure fire department and ambulances have separate roads so they can accept issues faster and make things safer for them.
- Please remember senior and disabled access.
- Redo bridge, make bigger with RTD train line
- Where to park a car when it's an emergency
- From East bound 270 at new Vasquez exit with the left turn. Please think about adding a right turn there to make it easier to access 56th Avenue when needing to make a left at 56th. This is in addition to the continuing lane with access to Colorado Blvd.
- When 270 is fixed, the next worst pinch point will be I 25 NB. If anyway possible to add a lane to 84th? This would help greatly now, and more after the 270 widening. The east bound I70 is prepared for more traffic.
- Vasquez interchange is not that bad.
- Buses are not the problem. Mixing car and truck traffic is. Trucks going slow constant speed so no brake application necessary causing car driver erratic lane changes big issue.
- Run up lanes from interchanges would be great. People are unable to merge into traffic.
- Maybe express lane for people going past I25 and Vasquez.
- Keep bicycles and pedestrians away/off I-270. It's a racetrack, major highway
- I-270 is for vehicles only!!
- I - 25 NORTH BOUND from 270 (is a problem)
- Quebec exit from eastbound doesn't make sense. Probably need a longer exit lane or not sure why you can't make a right exit from highway to Quebec so you don't have to do the tight loop. You see the intersection to the right as you pass Quebec. Why isn't there a simple right exit from eastbound there to join the frontage road?
- Intersection/Entrance from I36 and I70 to I270.
- Incentive to trucks to not travel during peak hours. Definitely fix Vasquez and Quebec interchanges so traffic doesn't pile up on/off ramps
- Sometimes as opposed to expansion, elevation may be the ideal design.
- Improve entrances and exits at Vasquez
- Have an exclusive lane for large trucks.
- Crossing bridges for students and pedestrians
- Important- address 60th connection west of Vasquez. Add through lanes between interchanges so people don't have to merge and then merge again.



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- Address Vasquez interchange lane drops and cloverleaf
- Also close off illegal turnoffs from the highway (specifically median crossing near Quebec and also cutting across the dirt to exit near Quebec.
- Build Aux lane will be a necessity in any plan that is chosen.
- I believe in higher median barriers so that the glare of oncoming traffic would be reduced at night. I believe this to be a safety issue in light of the weather conditions that we have in this area. Hopefully, this would reduce accidents in general.
- I do like the improvements to the Vasquez interchange.
- New roads especially for large trucks out of the city
- I believe that educating people on how to use and care for the roads is a very important issue to take into account to improve the maintenance of our roads.
- Keep bicycles, pedestrians and trails out of this area. The bulk of the vehicles are what needs to be taken care of!!! There are trails and bicycle places in other areas!!
- Better signage to tell the driver what lane to be in. Local signs for example telling Grand Junction doesn't help. Use Arvada or Commerce City

Express Lanes and Monetary Considerations

- Express lane returns a percentage of funds to the city
- The distribution of money in the project
- Only the distribution of money in the projects
- I do not approve any express toll due to where the money goes to and benefits for doing no maintenance, etc. Also we in Commerce City live in a low income area.
- No toll roads.
- ...the price of tolls should be controlled for low-income people.
- ...not put ticket booths.
- I wish that the money, apart from being used for improvements, would also go to the community in case of emergencies.
- think about the future and improve all roads since there are many taxes and considerations.
- This highway is used by all walks of life. Toll/express lanes seem to be usually empty on other lanes and seem to be affordable to only those with means. The reason given for dynamic pricing sounds like a cash grab for someone and will keep more people out of the already empty toll lanes keeping congestion and slowdowns the same which causes more pollution by keeping cars on the road longer. It is unfair.
- No Express Lanes- 3 lanes are necessary- heavy truck traffic.



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- I like the alternative of...one express lane so that the money stays with the community...

Environmental Enhancements and Other Suggestions/Observations

- In terms of the environmental impact, I believe a narrower and taller median will mitigate pollution while effectively allowing for the brush to filter emissions and exhausts.
- They can put walls to mitigate the Noise
- Improve Suncor road access because it looks ugly.
- Take advantage and work on ecological improvements.
- The recreational areas need improvement to air quality and pollution control in the surrounding cities
- Smog detectors so as not to make our air worse. lights, walls, signs for announcements for important messages
- Put more trees in the community
- I think it's very good that they think about widening the I270...so that the roads look better.
- Take into account gentrification and especially take into account our Spanish-speaking community.
- In also taking part from Suncor not only from the community
- Take advantage to improve the corridor. Ecological- with plants and trees in the recreation areas and playgrounds which helps the population. Circulate and create a flow which is pleasant for those who use it.
- Incorporate elements that discourage illegal camping underneath the bridges and within the ROW.
- Maintenance and cleaning of the Platte River in the Commerce City area is very slow compared to Thorton and Denver.
- I like that they planned hours of work on the project, to reduce noise and stress for the families who live in that area.
- Build covered walkway places like they do near schools.
- Truck stops are great during road closures
- charging stations for electric cars
- Since you can see the difference in care compared to Thorton and Denver; We are in the middle and we can see the decline in this area.



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Communication/Outreach

- Great job of communicating overall information and alternatives
- I learned a lot
- Ongoing communication is a key element to citizen involvement and positive reaction. Possible digital signage for updates on progress via a very simple website (example: I270.com). The digital signage would need to be simple, such as "For construction updates visit I270.com" so as not to add too much distraction to driving. Also, adding a small continuous location where people can walk in to get updates and progress. This would be necessary due to the lack of computer skills/access of some of the senior residents. Also see if the news agencies would do a once-a-month update on the project in their local news broadcast. At the least provide website location.
- More informational meetings for our community.
- Education to the community that I come from in their language and activities to practice and understand the benefits of this means of transportation
- I would like to start a working group around the digital space regarding restaurants and businesses in general.
- A media explanation- have video to accompany sign boards to help provide effective feedback.
- That they work as a team so that they can have better opinions to do the easiest work to take advantage of the different opinions of the community
- Do they send more information by email for anything or online?
- Next time they could give flyers in the schools for more assistance and more people can come.
- Flyer arrived after public meetings. Not sure why that happened. Just fyi
- Received mailer too late
- Flyer arrived after workshops. What happened?

Other

- Why is it going to take four years to do it?

Do you have specific locations or other ideas for bicycle, pedestrian, transit, or other improvements?

25 of 56 respondents provided comments in response to this open-ended question. Comments below are specific to bicycle, pedestrian, and transit improvements. Responses related to other improvements or general suggestions were included with the summary of open-ended questions about alternatives.

- 62nd corridor from Holy to Quebec.



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- Maybe consider an elevated bicycle/pedestrian lane.
- Improve and connect with other existing ones
- Parks in Commerce City
- Put sidewalks because there are areas where there are no sidewalks or stairs
- Sidewalk x 73 Kearney there are missing areas that are not safe to walk on
- Bus stops
- Around schools and Adams Heights community
- None. My family uses the interstate every day.
- Every place that connects neighborhood with another same one.
- Covered safe places for wheelchair places.
- Improvements and cleaning in the Río Plata in the Commerce City area specifically.
- Sand Creek to have more light
- Sand Creek access needs to be lighted and cleaned.
- Improvements and garbage cleanup in the Rio Platta area of Commerce City specifically since you can see the difference of the city compared to Thorton and Denver as we are in the middle and the neglect is seen and felt more in this area.
- Improvements and cleaning are needed along the Platte River in Commerce City
- That you put the arrow direction traffic light for the turns in all the traffic lights, because some people don't have them and there are people who get upset and don't take the turn
- Be sure to add lighting underneath 270 where the existing bike trails cross so it's not too dark.
- Along York interchange
- I've biked to Boulder from Denver before, and back. I would probably use a bike path along the highway rather than bike thru the city to Westminster to pick up the path there.

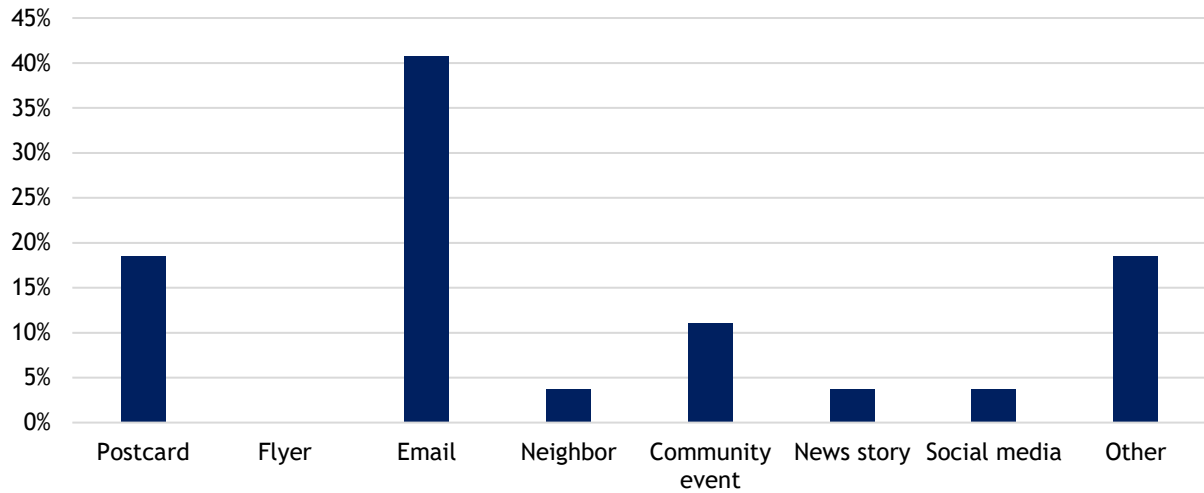
Webinar poll responses

The live webinar included four live polls. Participants were able to see the poll results during the webinar. The questions and responses are summarized below.

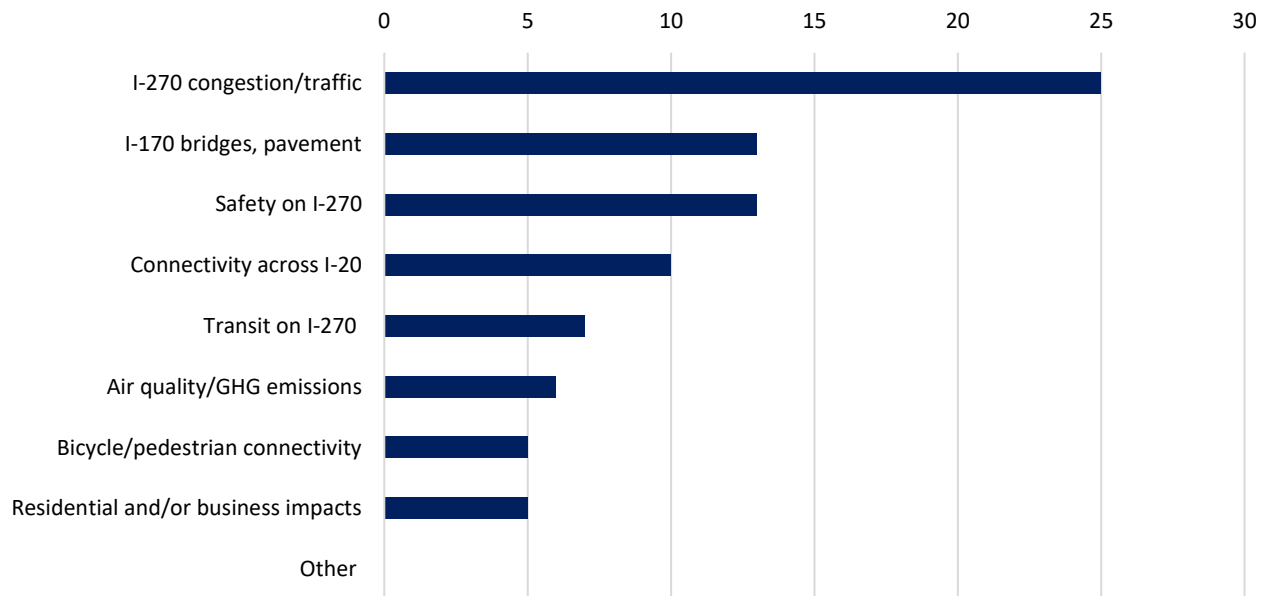


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How did you hear about this webinar?



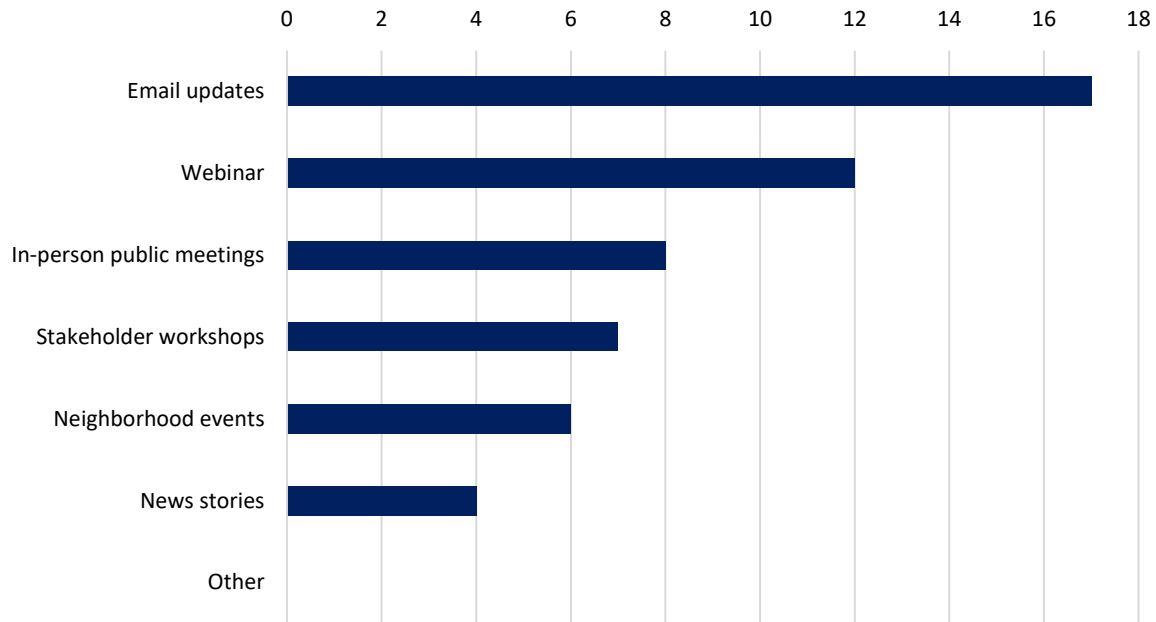
What do you think are the biggest issues on I-270?





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What outreach methods are most valuable for you to stay engaged with the I-270 project?



What is important to keep developing and refining?

