I-270 Corridor Improvements

Public Scoping Meeting Summary

Colorado Department of Transportation (CDOT) and Federal Highway Administration (FHWA) hosted a public meeting on October 10, 2023, from 5:00 to 8:00 p.m., at the Eagle Pointe Recreation Center in Commerce City (6060 E Parkway Drive, Commerce City). The meeting was structured as an open house format, with exhibit boards set up around the room along with project staff available to answer questions. There was also a large map of I-270 set up for attendees to identify issues or concerns along the corridor.

Comment sheets were available in English and Spanish. Spanish and ASL translation services were provided. Food and childcare were also offered at the meeting.

Eighty (80) people signed in to record their attendance at the meeting. Most attendees expressed excitement to see the project moving forward and appreciated the opportunity to learn about the alternatives being considered. Many also noted appreciation for the in-person meeting and the opportunity to provide input and talk to project staff. Overall, attendees were highly engaged and provided detailed comments and thoughts. Full details of the meeting and comments received are included in this summary.

Meeting notifications

- 38,000 postcards to surrounding area
- Commerce City Connect article
- Flyers left at local neighboring businesses
- Announcement on project website (https://www.codot.gov/projects/studies/i270study)
- Multiple emails to distribution list
- Media advisory
- Social media postings (Facebook, Instagram, LinkedIn, and NextDoor)
- Denver 7 live interview

Meeting exhibits

There were 19 exhibit boards displayed in English and Spanish at the meeting, listed below. The meeting exhibits are available for review on the project website.

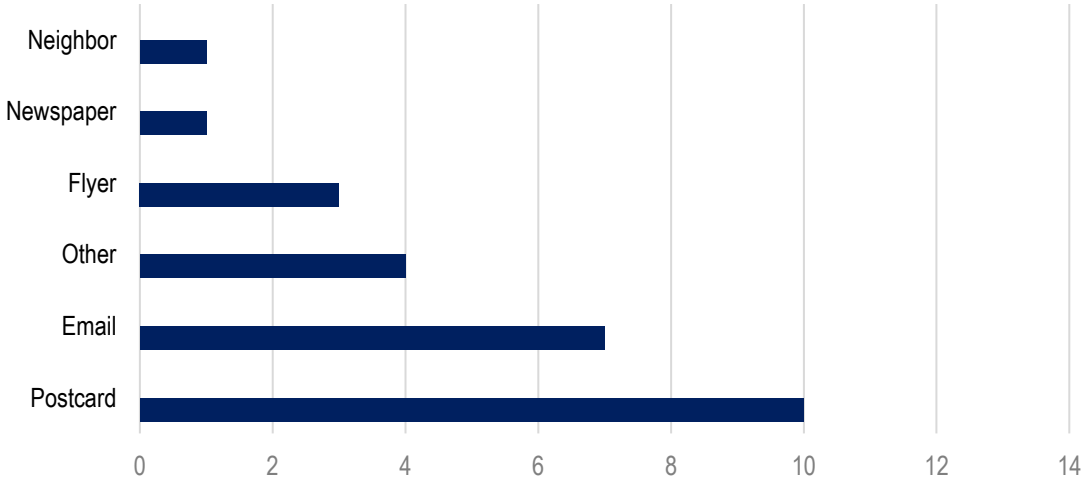
- Welcome
- Project Background
- Environmental Study and Public Input Opportunities
- Purpose of this Study
- Purpose and Need
- Corridor Safety
- Existing Traffic
- Origin and Destination Study
- Critical Bridges
- Proposed Alternatives (3 boards))
- Environmental & Community Resources to be Analyzed

- Land Use and Right of Way
- Minimizing Air Quality Impacts
- Accommodating Bicycles, Pedestrians, and Transit
- Top community priorities for I-270 Corridor Improvements Project heard so far.
- How to Stay Engaged
- Other Projects in the Area

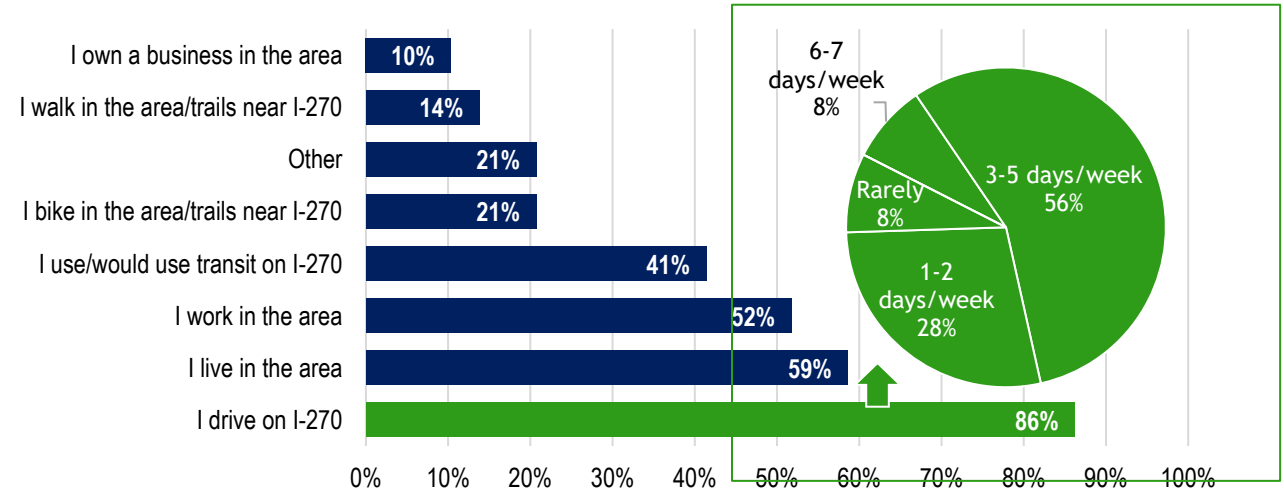
Summary of input from comment forms

The following section details the comments received from the 30 comment sheets collected at the meeting. These comments are recorded verbatim. Additional comments are being received through the project email and online comment forms, these comments will be summarized at a later time.

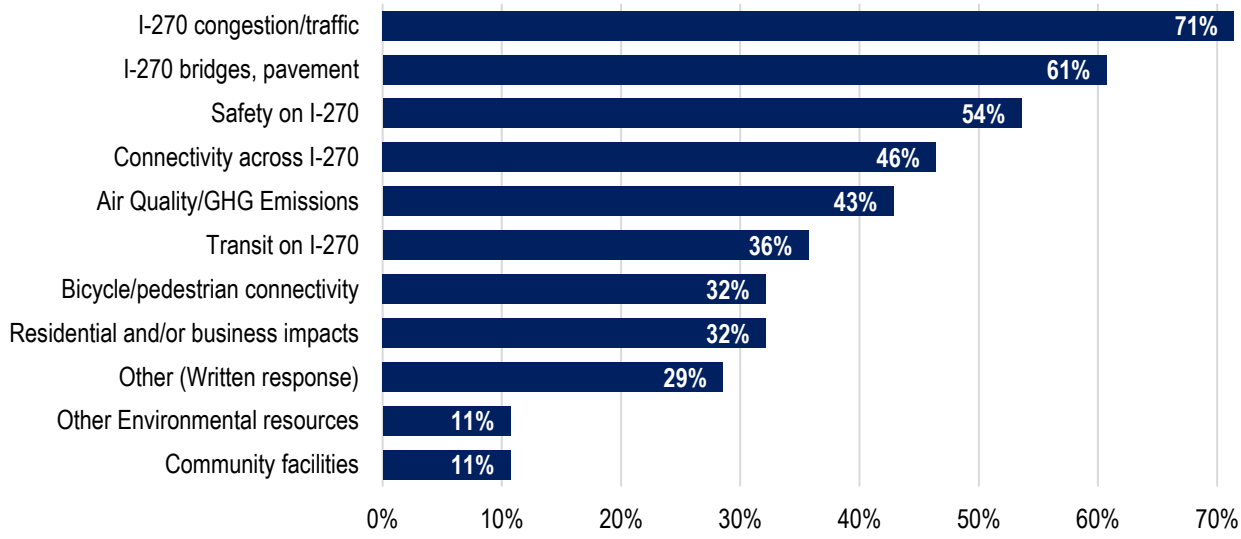
How did you hear about the meeting?



How and why do you use I-270? (Percentage based on 29 responses)



Which of the following are you most concerned about? (Percentage based on 29 responses)



CDOT and FHWA have developed a preliminary purpose and need for the project, stated below, and are seeking community input. Do you have any comments or suggestions?

The preliminary purpose of the I-270 Corridor Improvements Project is to implement transportation improvements that modernize the I-270 Corridor to accommodate existing and forecasted transportation demands. The project would address needs for: traveler safety, transit on the corridor, bicycle and pedestrian connectivity across I-270, travel time reliability, and freight mobility. The project's goal is to minimize environmental impacts such as air quality, greenhouse gas emissions, and other community impacts from the project.

- The increased amount of traffic has increased greenhouse gas emissions and decreased our air quality and due to living in the area that is such a large concern. The large potholes are also deterrent.
- I own a business and live in the area I do want visitors to our area to see Sincor + Waste MGMT + other industries. Plant (+Water), trees, pix pavement, add beautification + corridor
- Hard to fix but. Bottleneck at North End. I use corridor eastbound but enter from York. When using westbound I get on at 60th. All to avoid the major congestion areas.
- Cooperation with RTD will be critical. The current transition options available are awful and expanded surface is necessary for success.
- It would be great to see more FF5 stops added between Fitzsimmons and Sheridan. Potentially at Central Park
- I'm not qualified for input.

- It's great to see improvements including transit, bike, pedestrian, and neighborhood connectivity in the conversation.
- Less stress; travel options (not just one-person vehicle travel)
- Surrounding communities must be informed properly and included in future projects.
- Better connection to the sand creek regional greeneries, especially around the Vasquez intersection. Better alternatives for community in terms of transit & alternative options.
- I am concerned about the future traffic on I-270. Currently there is no way to pull over if you break down.
- Perfect.
- I would like to be updated on the vasquez interchange design, and have the opportunity to provide input if necessary.
- Add two general purpose lanes and an Express Lane Accommodating transit.
- My concerns are the [number] of vehicles on the road and whate used to be "rush hour" is all day-every day!
- Muy bien projecto.
- During most daytime hours back-ups can make the 5 mile journey take 20-25 minutes – Obviously not built for today's demands. Bike/pedestrian paths will have no impact on traffic counts.
- Ok.
- Love the se suggested improvements. I would like to see accessibility concerns addressed: wheelchair access off and on sidewalks. Environmental impacts and bicycle/pedestrian safety are my top [priorities]. Greenery as well.

Seven potential alternatives are being considered for the project. Do you have any thoughts about these or other alternatives that should be considered?

- *No Action*
- *Two General Purpose Lanes and Increased Bicycle, Pedestrian, and Transit Enhancements*
- *Three General Purpose Lanes*
- *Two General Purpose Lanes and a Transit Only Lane*
- *Two General Purpose Lanes and an Express Lane Accommodating Transit*
- *Two General Purpose Lanes and Two Express Lanes Accommodating Transit*
- *Three General Purpose Lanes and an Express Lane Accommodating Transit*

Most of the alternatives would add travel lanes to I-270, including Express Lanes that would accommodate transit. The Two General Purpose Lanes with Increased Bicycle, Pedestrian, and Transit Enhancements Alternative, which was a community recommendation, would not make improvements to I-270 but instead would focus on improving pedestrian and bicycle facilities in the surrounding area and better accommodating transit within the existing I-270 lanes.

- I really like the idea of three general lanes and an express lane, but don't know if CDOT has the funds to build that.
- Three general purpose lanes and an express lane.
- Three general purpose lanes should be implemented.
- Three General purpose lands and an express lane accommodating Transit is the best option! I think we can continue to expect traffic to increase in Denver for decades to come. I think to avoid heading to another lane in 10 to 20 years, might as well add the max lane amounts now to save work in the future. Only one express lane should be added though.
- Add managed lane and environmental improvements, trees, sound walls, beautification, and other health accommodations.
- Improving safety for pedestrians, bikes, animals is important. As is moving traffic. I would like to see entire corridor told with favor to freight slash transit.
- The express and transit options are the most appealing. I would prefer two protected lanes, one express lane and one transit lane only. This would allow transit to proceed even when express is congested.
- Either three general purpose lanes and an express lane or to utilize more tranist: 2 general purpose, 1 transit only and 1 express lane would be ideal. However, RTD would need to support the expansion.
- The most helpful solution to address growing population along the front range for the next 30+ years would be 3 general purpose lanes and 1 express lane.
- Like no change but one lane that bypasses all [?] (York Vasquez Aub[?]). Contact to I-76 A I-70
- I like the one I circled (Two general purpose lanes and two express lanes accommodating transit) because I want easy travel options on/in more than cars. I wish we could have rail that went to Boulder and connected to rail lines going north, but at least lanes for buses.
- All [the options] seem the same!
- Three general purpose lanes and an express lane accommodating transit.
- Ok 20 years too late.
- Need three general purpose lanes. Prefer not to see Express Lane gives residential [?] is economically disadvantaged. Express lane also creates eventual bottleneck when time to merge.
- Helping alleviate congestion. In my opinion, CDOT could significantly reduce congestion along the corridor by simply updating Vasquez interchange, only.
- This project will be unsuccessful if we don’t add two more through lanes. You can’t take a 50 year old design and add 50 years of traffic growth!
- Two general purpose lanes and an express lane accommodating transit. Add [trenches or trucks].
- Three general purpose lanes. Concerns for safety in the general purpose lanes with the unhouse population that’s growing in Commerce City.
- Todas es necessario dos carriles y un express caminos para peatones y bicicletas.
- Three general purpose lanes/1 express lane.
- As someone who uses the bike trails regularly but rarely drives, I would like to see the bike infrastructure improvements being made regardless of which 270 alternative is chosen.

- Focusing on bicycles and pedestrian access, as well as public transportation would encourage less traffic on 270, hopefully lessening congestion and use of industrial cars.

What is most important to you about this project or its potential effects on your community?

- Relieve the congestion of traffic on 270, especially from I-70 to York in westbound direction.
- Traffic/congestion when construction starts. Traffic control.
- The most notable issues to me were the potholes! My husband had two flat tires from this road in less than one month. I have also always been concerned about the infrastructure and capabilities of this highway, so knowing I am safe driving on this road is really important to me. Also the increase in greenhouse gases. Due to the increase in traffic and decrease in air quality has impacted my health since I live in the area. I want to feel safe and healthy driving around my town And right now I do not. Which is why I have avoided 270 as much as I possibly can. i'm excited for these changes.
- One person said that there are not any residential impacts along I270, so no need for sound, walls or other mitigation. As a long time resident I would begin to look at all things that are a road does for three to our communities. Transit is not the only focus fully. Not access, Health impacts. Beautification. Sound pollution. Welcoming to our houses, businesses, parks and trails.
- I'm happy to see all options include a fix at Vasquez. And if nothing else, a full-sized shoulder.
- Providing a way to Boulder. Other than Union Station. The Central Park station should be a stop on FF5. Or a new line from there would be ideal. There is not enough of an advantage to using FF5 with the current stops.
- Ease of use for community members. At evening rush hour we avoid 270 and take side streets which are becoming just as congested.
- Travel time reliability and safety improvements for traveling along I-270.
- To really study the environmental impacts prior to any decisions being made and gather input.
- Hope of no round about for Vasquez on/off ramps.
- It would be great to have bike lanes along it like on highway 36, nice native landscaping, adequate maintenance (potholes/bumps slow traffic); cleaner air & less stress. My husband wants Colorado to run the express lanes and keep the profits in Colorado.
- Environmental injustice, displacement. The same as [with] I-70 exp. Injust to community.
- Travel time during construction and pollution.
- Traffic Flow & GHG. We depend on 270 to get to DIA. Minimize environmental/air quality with intended improvements. Improve travel time in both directions.
- No effects on my community as I live in Aurora.
- The loss of visibility to I-270 for the businesses.
- Add restoration of trails (Sand Creek) and walls to block sewer + waste management.
- Safety. Accessibility. Toll rates to fund the Highway (if any).
- Mas carriles y mas seguros.
- The bridges are the most worrisome – Need to be replaced.

- 270 is inherently a commuter and industrial highway and it honestly sucks to be on. More lanes is not going to fix it. Better options for alternative transport is most important. Bikes, e-bikes, scooters, etc.
- Environmental impacts and safety.

Any other comments or questions?

- I work for CHEM Trucking, Inc. A small DBE Certified trucking firm.
- For the time being they should implement putting some signage in I-270 to prevent accidents.
- I appreciate this event. I don't. Number such a thing when the cluster was built at 270, I 25, Highway 36. And we kept the left hand exit!? Anyway, thanks for this. Signed Bill.
- I strongly believe if offered a good transit alternatives between Northeast Denver and Bob. Other people will use it.
- When and if this project or portion thereof happens – I would like to participate in any public art opportunities.
- Thanks for this presentation and for all the experts who were available to talk to us!
- Reparations.
- Need to make traveling on E.60th better under RR & include pedestrian and bike [transit accommodations].
- No Express Lanes: These do not help. E.g. I-70 eastbound during ski season. Improve bridges and pavements.
- Concerned about landfill in area. How will improvements address sinking roads like we see today?
- The interchange at Vasquez needs to be modified or rebuilt. I would love to see flyovers instead of 4 loops – too expensive? Perhaps a DDI will work.
- Vasquez boulevard improvements not a good idea – leave this intersection as is.
- Solar monorail type system, only concern is the cold Colorado temp. ☹ An idea to entertain.
- Esta bien el projecto, solo lo olvidar poner algunos alboks para no cacabar con la naturaleza hacer como unas pequenas receruas naturales.
- Glad you're tackling this problem. I'll be interested to see how you are going to keep 270 open for traffic during construction. Good luck!
- Bury 270. Bury 25, 70, and 76. You wanna drive? Enjoy no sunlight in the mole tunnels. On top: green space, [?], bike paths, and light rail stops.