



Stakeholder Workshop #6

Location: Eagle Pointe Recreation Center

Date/Time: July 30, 2024 / 6:00 to 7:30 p.m.

Meeting Purpose: Discuss topics identified for further discussion by stakeholders. Tonight's topics include bicycle, pedestrian, and water quality updates, and a discussion of air quality concerns and best practices.

Discussion

Welcome and review of last workshop

Participants introduced themselves. A summary of the last workshop was included in the briefing book. Inserts to the briefing book were distributed to provide information and background for tonight's discussions.

Multimodal Elements Update

David Merenich, CDOT, reviewed the recommended pedestrian and bicycle improvements for the project. In addition to improving sidewalks and wayfinding for all existing I-270 crossings, four elements were highlighted and described in the briefing book: bus stops at Quebec Street and South Sandcreek Drive, a pedestrian and bicycle overpass (bridge) across I-270 between Quebec Street and Vasquez Boulevard, numerous sidewalks and trail improvements around the Vasquez Boulevard interchange, and sidewalk improvements at York Street.

Questions/Comments

- What are the chances of an underpass at Monaco? (We can look into that.)
- Are there any proposed traffic calming measures for Sandcreek Drive? Also, this area is very dark at night. (Are considering guardrail along Sandcreek Drive; are also looking at lighting and signage throughout the project area.)
- Brighton between Vasquez and York has a lot of accidents too.

Water Quality

Mandy Whorton reviewed the water quality requirements of the project and highlighted permanent water quality control measures that would be considered for the project. At the early stage of design, the project is planning on using extended detention basins to settle out solids and prevent them from being released into surface water.

Questions/Comments

- How will water quality be managed during construction with all the other projects also happening? (Each will be required to get a stormwater permit from CDPHE. The EIS cumulative analysis will also consider the effects of multiple projects happening in the area.)
- Will there be any samples taken to determine hazardous soil or water and how it would be disposed of? (There will be a Materials Management Plan developed for any hazardous materials or waste encountered during construction.)

Air Quality

Katie Kolesar, Air Sciences, described the work that CDOT is doing to monitor air quality on construction projects under new state requirements (43 CRS 1-128). Air monitors have been measuring air emissions along I-270 for the past two years, which provides good background data for pre-construction conditions and provides a more refined understanding of existing air quality in the project area. She led the group through a discussion of how to find and read the air quality monitoring results.

The online data sources are described below:

- <https://www.codot.gov/programs/research/airquality> - This page provides information about CDOT's I-270 Air Quality Construction Research Project and contains the interactive air quality dashboards reviewed during the Stakeholder Workshop.
- <https://www.airnow.gov/> - AirNow highlights air quality in your local area first, while still providing air quality information at state, national, and world views. AirNow's interactive map even lets you zoom out to get the big picture or drill down to see data for a single air quality monitor.
- <https://fire.airnow.gov/> - AirNow's Fire and Smoke map, a collaborative project with the US Forest Service, uses a variety of products including low-cost sensors to provide detailed, up-to-date information that can be critical to users experiencing smoke events.
- <https://www.airnow.gov/air-quality-flag-program/> - This program helps schools make decisions about how to safely navigate outdoor air quality and schedule activities accordingly.
- <https://www.ccnd-air.com/> - Commerce City-North Denver (CCND) Air Monitoring program is operated by Montrose Air Quality Services and includes numerous monitoring stations providing continuous, near real-time air quality information to the public.
- <https://suncor.data.spectrumenvsoln.com/data> - Suncor Fenceline data was brought up by participants at the Stakeholder Workshop
- <https://www.epa.gov/iaq-schools/indoor-air-quality-tools-schools-action-kit> - Outdoor air quality can affect indoor air quality and certain practices can exacerbate indoor air quality issues. This program gives tips for creating a healthy indoor air quality environment for students, staff, and teachers.

Questions/Comments

- Why are you measuring only PM2.5 with the existing monitors? (that is the pollutant called out in SB 21-260)
- What is PM and why is it important? (PM is small specks of dust that can cause health problems. It is measured by size. About five PM10 particles can fit across a strand of hair. About 4 PM2.5 particles can fit across one PM10 particle. A lot of wildfire smoke is PM2.5, as are diesel emissions. Dust from ground disturbance is usually larger, PM10.)
- Do you consider wind speed? Yes. Does wind affect readings? Not really because measurements are recorded on an hourly average.
- Data already shows there is a problem with air quality and health in Commerce City. Cultivando has air quality data that we should get access to.

Best Practices

- Several participants shared their experiences from during the Central 70 project highlighting some of the challenges they experienced during the project and some of the strategies that were implemented to reduce air quality impacts that they liked, such as air filters, car

washes, and proactive communication about poor air quality, especially for children and elderly.

- The group discussed strategies for reducing highway emissions. Katie presented several strategies outlined in the briefing book. For instance:
 - Walls can be effective at reducing emissions close to the source as they can disrupt airflow and cause particulate pollution to stick to the wall and then be washed out by rain or cleaned by maintenance crews
 - Reducing congestion and stop-and-go traffic conditions; operating speeds for 35-55 mph are optimal for reducing per-mile emissions
 - Retrofitting older diesel engines is very effective, and grants are available to offset some of the costs.