



Stakeholder Workshop #4

Location: Eagle Pointe Recreation Center

Date/Time: May 28, 2024 / 6:00 to 7:30 p.m.

Meeting Purpose: Discuss topics identified for further discussion by stakeholders. Tonight's topics include freight operations, transit operations and facilities, and emergency response.

Discussion

Welcome and review of last workshop

Participants introduced themselves. A summary of the last workshop was included in the briefing book.

Topic Focused Break-out Groups

The participants divided into two groups. One group reviewed freight operations and emergency response. (Emergency response was added to the freight discussion rather than held as a separate breakout as originally planned in the agenda.) A second group reviewed transit services and facilities. Guest presenters included Craig Hurst, director of CDOT's Freight Mobility and Safety Branch, and Greg Fulton, Colorado Motor Carriers Association, to discuss freight; South Metro Fire District to discuss emergency operations; and Maux Sullivan, RTD's service planner for the area. Input was captured on flip charts. The key insights are described below.

Transit services and facilities

- I-270 is a barrier to transit, both physically and due to congestion that often results in the FF5 re-routing to an alternate route.
- Walking & transit go hand-in-hand.
- The area would benefit from better signage to access transit and connect modes and users to destinations.
- Bus stop amenities are not generally provided or maintained by RTD. Could the project explore regional partnerships to enhance stops.
- Considering and FF5 stop at Vasquez the group felt the limited potential ridership didn't warrant the ROW, expense, and operational challenges.
- Reviewing the projects new proposed bus stop at Quebec and Sand Creek Drive it was noted that when the Sand Creek Trail has been rerouted to use this area due to construction on the trail there have been significant complaints about negative user experience and not feeling safe or comfortable at this intersection (high vehicle speeds, debris, large semis etc.)

Emergency response

- Responders feel that to operate more effectively in this area they need the basics; more lanes, better conditions, better infrastructure and safe on/off ramps.
- Wider shoulders are a high priority.

Freight

- I-270 is in many ways the freight capital of Colorado.

- I-270 is a critical hazmat route. Both I-70 and I-25 have restrictions on oversized and overweight vehicles through the Denver metro area, and I-270 carries a disproportionate amount of freight traffic.
- Majority (64%) of the state's fuel supply originates from facilities along the I-270 corridor, including Suncor, the state's only refinery.
- Rail to truck facilities, Suncor, and many large & small manufacturing and industrial facilities are located within the I-270 area.
- Trucking is also important statewide as an employer and for the movement of goods.
- Truck parking availability and a lack of legal parking areas are a huge issue throughout the state. This is exacerbated in the I-270 area because there is a lot of warehousing serviced by independent operators, and facilities are not required to provide parking for delivery drivers
- Medium & heavy duty ZEV rules are difficult to meet due to availability of vehicles, purchase cost, and lack of accommodating infrastructure.
- Trucks are tuned for 55/65 MPH, emissions increase at lower speeds.
- Some suggestions:
 - Can C-70 be added as a hazmat route?
 - Can agreements with E470 be negotiated to reroute freight from I-270?
 - Can CDOT leverage funding to improve freight movement and facilities that would benefit the I-270 corridor and freight movement statewide?