

I-70 & Kipling Interchange Planning Environmental Linkage (PEL) Study Summary of Round #2 Community Focus Group & Emergency Service Provider Meetings November 2012

The I-70 & Kipling Interchange PEL Project Team held the second set of Community Focus Group meetings in November 2012 at Red Rocks Community College (5420 Miller Street, Arvada, Colorado). Three Community Focus Groups were reconvened to share information and gather feedback from individuals with specific interest areas: Residential, Business, and Multimodal Travel. Over 35 individuals stated interest in the meetings and either attended or requested meeting materials be provided to them. In addition, two meetings were held with area emergency service providers. The following meetings were held:

- Resident and Homeowner Association Focus Group – November 12, 2012
- Business Focus Group – November 14, 2012
- Multimodal Travel Focus Group – November 14, 2012
- Wheat Ridge Police and Pridemark Paramedic Services – November 20, 2012
- State Patrol and Arvada Fire District – November 29, 2012

The purpose of these meetings was to gather feedback on the results of Level 2 alternatives evaluation, with focus on the four remaining action alternatives:

- Single Point Urban Interchange (SPUI)
- Partial Cloverleaf with Loops in SW and NE Quadrants (Partial Cloverleaf)
- Traditional Diamond (Diamond)
- Button Hook Ramps (Button Hook)

At each meeting, a brief presentation was given by the Consultant Project Manager. Following the presentation and descriptions of the alternatives moving forward, attendees were asked to give their feedback on the four remaining action alternatives, help the project team understand potential impacts, and suggest ways to refine alternatives to balance needs of various user groups. A summary of comments from each meeting is listed below.

Resident and Homeowner Association Focus Group – November 12, 2012

- Removing traffic lights as part of the SPUI will improve traffic flow.
- Some of the hotels in the southwest quadrant have spent a lot of money to improve and will need the frontage road access to survive.
- Property impacts for the relocated frontage road are a concern.
- The Diamond provides better spacing, which seems better for traffic flow.
- The Diamond seems to provide the only feasible and safe multimodal accommodations (no crossings of continuous ramp traffic).
- The addition of a signal for the relocated frontage road causes concern about even more congestion for the large volumes of northbound Kipling traffic from 44th Avenue.

- It makes the most sense to show the relocated frontage road as far north as possible to avoid more out of direction travel.
- It seems the weave to I-76 would be worse with the Button Hook alternative.
- A lot of semi trucks use the interchange. The roundabout and loop ramps with the Button Hook are scary for them, especially with less traction in winter.
- The Button Hook alternative would cause a bottleneck where the ramps merge.
- Impacts to the Holiday Inn from the Button Hook ramps are a concern.
- Roundabouts are a concern.
- The SPUI seems to be the best solution, as long as cost isn't prohibitive.
- There is concern that the cheapest alternative, or the one that can be constructed the fastest would automatically be chosen.
- Please make an effort to inform everyone about the project.
- A benefit of living in this area is that you can get anywhere in the city in minutes. Concern was noted that some alternatives with out-of-direction movements will ruin that.

Business Focus Group – November 14, 2012

- The Partial Cloverleaf has significant ROW impacts, and is impacting the most expensive piece of property in the Interchange (Holiday Inn).
- Holiday Inn plans to do a \$2M remodel in the next few years.
- If southbound Kipling traffic is not allowed to turn left, all that traffic will have to go on a residential street and past a middle school. The relocated frontage road is important.
- Please don't implement confusing alternatives.
- Seeing the visual impact and curb appeal of the alternatives in a simulation would be nice.

Multimodal Travel Focus Group – November 14, 2012

- Alternative layouts need accommodate pedestrians; cyclists can find other routes.
- Free right turn movements are not preferred because they are dangerous for pedestrians and bicyclists.
- If the distance between signals is too great, people will be less likely to use a marked crossing to cross Kipling.
- It seems the SPUI has the least impact to the businesses and properties.
- There is concern regarding how bicyclists will navigate free-flow traffic over the crosswalk in the Partial Cloverleaf. Even if they are designed to lower speeds, free flow ramps are scary. (The southwest loop ramp free flow situation is the worst.)
- From a cyclists perspective, both the north to east and south to west movements of the Partial Cloverleaf are major concerns. This alternative is not liked at all.
- A relocated frontage road would cause out-of-direction travel for pedestrians with the Diamond.
- Crossing at Diamond ramps is not a good situation for pedestrians. However, for pedestrian/bicycle travel north-south this is an improvement over existing conditions.

- There is concern about how bike traffic will be accommodated through the loops and roundabout areas of the Button Hook.
- For the Button Hook, the southwest quadrant is the primary conflict point.
- The SPUI is most appealing because of controlled flow of traffic through the intersection (no merging traffic).
- The SPUI is preferred because of the controlled movements, even if it is more difficult for a pedestrian to go through than the Diamond.
- Studies are showing that detached multiuse paths adjacent to roadways are very problematic, and can cause accidents.

Wheat Ridge Police and Pridemark Paramedic Services – November 20, 2012

- The SPUI will eliminate the problem of cars turning left on 49th Avenue.
- The SPUI at I-25 & University works really well.
- The long traffic back-ups on northbound Kipling are an issue (sometimes queues to 38th Avenue).
- The largest existing issue is the traffic backing up onto I-70 from the westbound off ramp.
- The Partial Cloverleaf frontage road relocation seems like a good idea.
- 2,500 people live in the Kipling Village apartments.
- Most of the injury accidents are from left turns. The Partial Cloverleaf would eliminate a lot of the injury accidents.
- Partial Cloverleaf would be expensive because of the property acquisition required.
- The Diamond looks to be most unfriendly for traffic flow due to the right-in/right-out intersections.
- A two-lane exit on westbound I-70 is needed. Currently, people use the single lane as a double lane, which causes crashes. Rear end accidents on the ramp are frequent.
- On the Diamond, people would not obey left turn restriction at the frontage roads, which would cause a dangerous situation.
- The Diamond would cause dangerous u-turns.
- The Button Hook alternative looks very confusing. People don't like roundabouts.
- It seems like the Button Hook alternative would take traffic off Kipling, but add it to the side streets.
- The Button Hook and Partial Cloverleaf alternatives are the least favorite of paramedics because of sideways forces for patients in the back of ambulances with loop ramps.
- The SPUI is preferred, but the Partial Cloverleaf seems to provide the most traffic flow improvement.
- The design should be kept simple, to provide less opportunity for driver error.

State Patrol and Arvada Fire District – November 29, 2012

- The Partial Cloverleaf seems messy.
- The SPUI is the best alternative. The elimination of a signal is a benefit.
- The SPUI at I-25 & University is easy to drive, and the C-470 and Morrison SPUI operates well.
- The SPUI and Diamond ramps make emergency response (fire) easier, as opposed to accelerating on a loop.
- Current stacking and congestion onto eastbound I-70 causes problems for Arvada Fire response.
- Not having a full cloverleaf layout as an option is appreciated, because the weave causes problems.