



COMMUNITY LEADERS COORDINATION MEETING SUMMARY

Date/Time: May 21, 2014/4:30-6:30 P.M.

Location: Focus Points Family Resource Center

Attendees*:

Steve Howell	Erin Drake	Rachel Cleaves	Drew Dutcher
David Mantel	Jim Bemelen	Daniel Day	Dody Erickson
Clinton Meyer	Steve Hoffman	Sal Arrieta	Mike Fritts
Melisa Villegas	Jonathan Anstey	Noel Copeland	Michelle Gutierrez
Shoira Tahirova	Benjamin Roldan	Bettie Cram	Bill LaCrue
Jane LaCrue	Gilberto Munoz	John Prosser	Ruben Urquidez
Dorothy Martin	Bertha Portales	John Riecke	Harold Waggoner
Roberta Waggoner			

Due to the informal nature of the meeting, attendees may have participated in the meeting without signing in.

I. INTRODUCTION

The I-70 East environmental impact statement (EIS) project team conducted a community leaders coordination meeting on May 21, 2014 as part of the on-going community outreach process. The primary purpose of the meeting was to allow members of the public to speak with project team members, ask questions, express their concerns, and provide comments. The focus of this meeting was to discuss additional options for the Partial Cover Lowered Alternative and the construction methods being considered.

The meeting started at 4:30 p.m. as an informal meeting with no presentation. The informal style let people arrive at their convenience, get information that interests them, and provide feedback at any time during the meeting by completing a comment sheet or discussing their thoughts and concerns with a project team member. Boards and plots were available to let the public view the progress on the project.

The meeting included discussion tables facilitated by project team members. The discussion tables allowed individuals to interact with each other, share their thoughts and opinions, and give them an opportunity to discuss their concerns with a project team member in more detail. Spanish translation and light refreshments were available at this meeting.

II. SUMMARY OF DISCUSSIONS

The following questions and concerns were discussed:

- There was a question about mitigation for Garden Place Elementary School. The response is that there are no impacts to the Garden Place Elementary. Air quality and noise models are reviewed to determine if there are any direct or indirect impacts. Per

FHWA guidelines, mitigation measures must be tied to impacts. Subsequently, if there are no impacts there will no mitigation. A further question was asked if more details about mitigations would be in the SDEIS. The response was that mitigations will be refined during the FEIS and ROD. The formal comment period was also explained and providing comments was encouraged.

- There was a comment that the residents of Fillmore Street would like their street to be a dead-end.
- There was a question about replacement housing. In response, ‘Decent, Safe, and Sanitary (DSS)’ and “housing of last resort” was explained.
- A few people asked about the progress of the project and when would construction start.
- One person was concerned about possible hazardous materials underground.
- Another person was concerned about the number of lanes on the freeway.
- A person preferred the viaduct to the Partial Cover Lowered Alternative.
- Several attendees asked about the roundabout alternatives at Steele/Vasquez. There seems to be a hesitation about using a roundabout.
- Several consultants and contractors asked questions about the procurement and delivery of the project and the project status and schedule.
- One person asked why the Modified Partial Cover Lowered Alternative was still on the table when Denver City Council had passed a proclamation supporting the access at Steele Vasquez. It was explained that public comments are an important part of the decision process. The alternatives will be refined based on public and stakeholder comments in the Final EIS, which will follow the Supplemental Draft EIS.

III. COMMENT FORMS RECEIVED

Two comment forms were received that contained the following comments:

- We would like to bring tractor trailer trucks south on York St. and be able to turn west onto 46th Ave. to get to Brighton.
- It is important to separate the highway from the neighborhoods and to keep the highway small.
- The Modified Partial Cover Lowered Alternative without the Steele interchange is preferred.