



COMMUNITY LEADERS COORDINATION MEETING SUMMARY

Date/Time: June 20, 2012/4:30-6:30 P.M.

Location: Focus Points Family Resource Center

Attendees*:

Tom Anthony	Cynthia Gallegos	Esther Gross	Norman Lane
Jan Chavez	Maxine Ichikawa	Armondo Perez	Gilbert Vasquez
Bettie Cram	Harold Wagoner	Roberta Wagoner	Brenda Vasquez
Darlene Sinnett	Kathy Jones	Jerry Mugg	Dorothy Martin
Stuart Steers	Paul Brown	Bertha Portales	

**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 June 20st, 2012 as part of the monthly community outreach process. The primary purpose of the public meeting was to update the public on the status of the I-70 East EIS project.

The meeting started at 4:30 pm 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 current alternatives and progress.

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 details. A Spanish translator was present for members of the Spanish speaking public.

II. SUMMARY OF COMMENT SHEETS

The following section details the comments received to date from the comment sheets distributed at the meeting. These comments are recorded verbatim.

1. What comments do you have on the alternatives presented?

- Revised Viaduct North Option
 - Our concern is the proposed 48th street connectivity. This would eliminate the company and require the company to relocate. We have this concern regardless of the alternative.

2. Which alternative seems best to you and why?

- Best idea I have heard is close and remove I-70 from Quebec to Wadsworth and route on I-270 and I-76.

3. Which community resources are most important to you (for CDOT to protect)?

- Quiet and city-planning improvements

4. Any other comments or questions?

- Mouse-trap: Especially WB I-70 to SB I-25 is becoming unforgivable.

III. SUMMARY OF DISCUSSION TABLES

The public meetings included several discussion tables (each facilitated by a project team member). All the discussion tables were open for all topics. Below is a summary of the discussions at these tables.

- Concerns on Revised Viaduct North
 - Access to the Shopping Center in the corner of 46th and Josephine is limited on the Revised Viaduct.
 - Why is the street in front of the shopping center designed to be a dead end? It should connect to York to create access to the shopping center.
 - What would be the construction impacts to the shopping center when the old viaduct is being demolished, access to the shopping center will be completely blocked and how is that going to be accommodated?
 - With the revised viaduct design the shopping center is losing the high traffic frontage, therefore losing a lot of through business. How will that be accommodated?
- Concerns on Partial Cover Lowered
 - Reaching a tunnel on a freeway will cause the drivers to slow down because of the perception of entering a dark area that will create a bottleneck, how is that being addressed?
 - Elimination of York Street interchange is an issue, for people that want to access the areas between Brighton and Colorado. It will cause a high traffic passing through the neighborhoods to access the areas in between Brighton and Colorado
- Uses and placement of the cover
 - Does the Cap have to be square? Maybe an irregular shape or a V shape at the ends will allow for a longer cap while accommodating natural ventilation. It will be more aesthetically pleasing for the drivers when they are approaching it. It will also allow for a longer part of the 46th to go on top of the cap for minimizing the impacts.