



CORRIDOR-WIDE PUBLIC MEETING SUMMARY

Date/Time: April 10, 2013/5:30 P.M.

Location: Adams City High School

Attendees:

Alan Abbott	John Daniels	Lee Keller	Hermila Ramirez
Wes Adkins	Tom Desta	Peter Kilfoyle	Bob Sakguchr
Yosh Akiyama	Tom Dillingham	Norman C Lane	Mary Santa Cruz
John Alden	Jason Estes	Gene Leffel	Kevin Schneider
Jim Atkinson	Liliana Flores	Sean Lehocky	Lisa Schott
John Bechtold	Lavonne Griffie	Lori McCoy	John Sherman
Glora Burgett	Margot Hackstaff	Frank McLaughlin	Jose Solano
Patricia Carmody	Al Hardt	Oscar Messete	Jose Sotelo
Cliff Carney	Joann Hardt	Paul Newman	Teresa Sotelo
Robert Cepelak	Jim Heimbecher	David Nikaido	Skip Spensley
Yolanda Cistorene	Mayra Hernandez	Joel Noble	Frank Sullivan
Maria Cistorene	Joe Holladay	Luke Palmisano	Thad Tecza
Ricardo Coronado	Ethan Hoppe	Sergio Palomaque	Eusabio Valdez
Charles Cown	Robert Jaramillo	Darrel Palomaque	Peter Wall
Pam Creager	4 unnamed guests		

I. INTRODUCTION

The I-70 East Environmental Impact Statement (EIS) project team conducted corridor-wide public meetings on April 10th and 11th, 2013 as part of the project outreach process. These notes reflect the public meeting held on April 10th. The primary purpose of the public meeting was to announce the Preferred Alternative.

The meeting started at 5:30 pm as an open house style meeting with discussion tables. The open house format allowed people to arrive and leave 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.

The discussion tables allowed individuals to interact with each other, share their thoughts and opinions, and gave them an opportunity to discuss their concerns with a project team member in more detail.

Spanish translation, childcare, food and drinks, and special needs assistance in compliance with ADA (Americans with Disability Act) were available at both meetings. At the sign-in table, all meeting attendees were supplied with a handout in either English or Spanish, which included alternatives descriptions, maps, and a comment sheet. Meeting attendees were then directed to the open house where exhibits explaining the project's process and progress were presented. These exhibits are available on the project website at www.I-70east.com.

II. SUMMARY OF COMMENT SHEETS

Comment sheets were received from the residents within and outside of the project area. The majority of the community members within the project area supported the recommended

preferred alternative. The following section details the comments received to date from the comment sheets distributed at the meeting. Please note some comments have been translated from Spanish and are italicized.

1. Do you agree with the recommendation of the Partial Cover Lowered Option as the Preferred Alternative?

- Yes: 17
- No: 0

2. Do you have any comments or suggestions concerning the Partial Cover Lowered Option that you would like the project team to consider?

- I have some concerns about on and off ramp eliminations but it doesn't look too bad.
- Ideas for cover:
 - Picnic Shelters, kid-friendly environment in order to attract families
 - General park open space
 - Could use small parking areas for families/people with disability
 - Concerned about 46th not being an efficient alternative to I-70 - attracting too much traffic
 - Concerned about highway cover leaking
 - Highway cover may cause slowdowns as drivers approach the covered area.
- More parks
- The cover option where 46th west is routed south so the cover is integrated with the school should be preferred.
- Please work with the cities to identify multiple sections to cover- it's a great idea that can be repeated in 3-4 locations well-chosen.
- With having the cover would like to have a park of some kind.
- I like this option because it finally brings the neighborhood together. It would make it safer for the school as well.
- Between the two recommended options, the lowered-covered is a great idea. The elevated option is so close to the neighborhoods and is not an attractive option.
- It will accomplish what was done on I-25 south with T-REX and re-connect the neighborhoods.
- Concern: If Partial is used need to put 8-10 foot wall along I-70 from beginning to end for safety of animals cats, dogs etc. and children from jumping/climbing over wall into traffic! Why not build ground level without cover?
- Make sure that the community provides input into the design - ensure that sound barriers beautify the neighborhood.
- Is there a possibility to add another cover in addition to the one 900ft cover? Possibly over Fillmore/Milwaukee to mitigate lack of connectivity over the highway.
- Parks
- Build it with 6-lanes in each direction with toll option in two-lanes.
- *During construction create alternate entrances to the businesses*

3. Do you have any comments about the other alternatives that are being analyzed?

- I like the lowered highway much better.
- Swansea Elementary Concept Plan - Option 1 is the best layout...has more functionality, playground located north of the highway.
- The status quo option is a non-starter in my opinion
- Will the environmental impact help the traffic that is on I-270?

- Not sure how I feel about them yet.
- The viaduct is not the best long-term solution for health of city and economic vitality.
- Build ground level
- I think the re-route to I-270/I-76 should be further examined and making 46th more of a boulevard with that option.
- Time to discard those - build lowered I-70 option
- No

4. Would you like to be a community leader to be more involved with the project by attending meetings and providing input to CDOT?

- Yes: 5
- No: 7

5. Do you have any questions or comments about future community outreach?

- I think it is very important to engage community members in envisioning the covered area, give them a real opportunity to share their ideas before developing options for them to choose from.
- Will they do anything with I-270
- Contact the neighborhood associations. We learned about this meeting from a flyer on our door. This is also a good idea to keep up.
- The format was very open and friendly. Visuals were nice to get an idea of the impact and why I would want to know more.
- Would like to stay involved!
- Continue the well organized, well staffed informational events.
- Not at this time
- Phone reminder very helpful.
- No

6. What are the most important community resources for you?

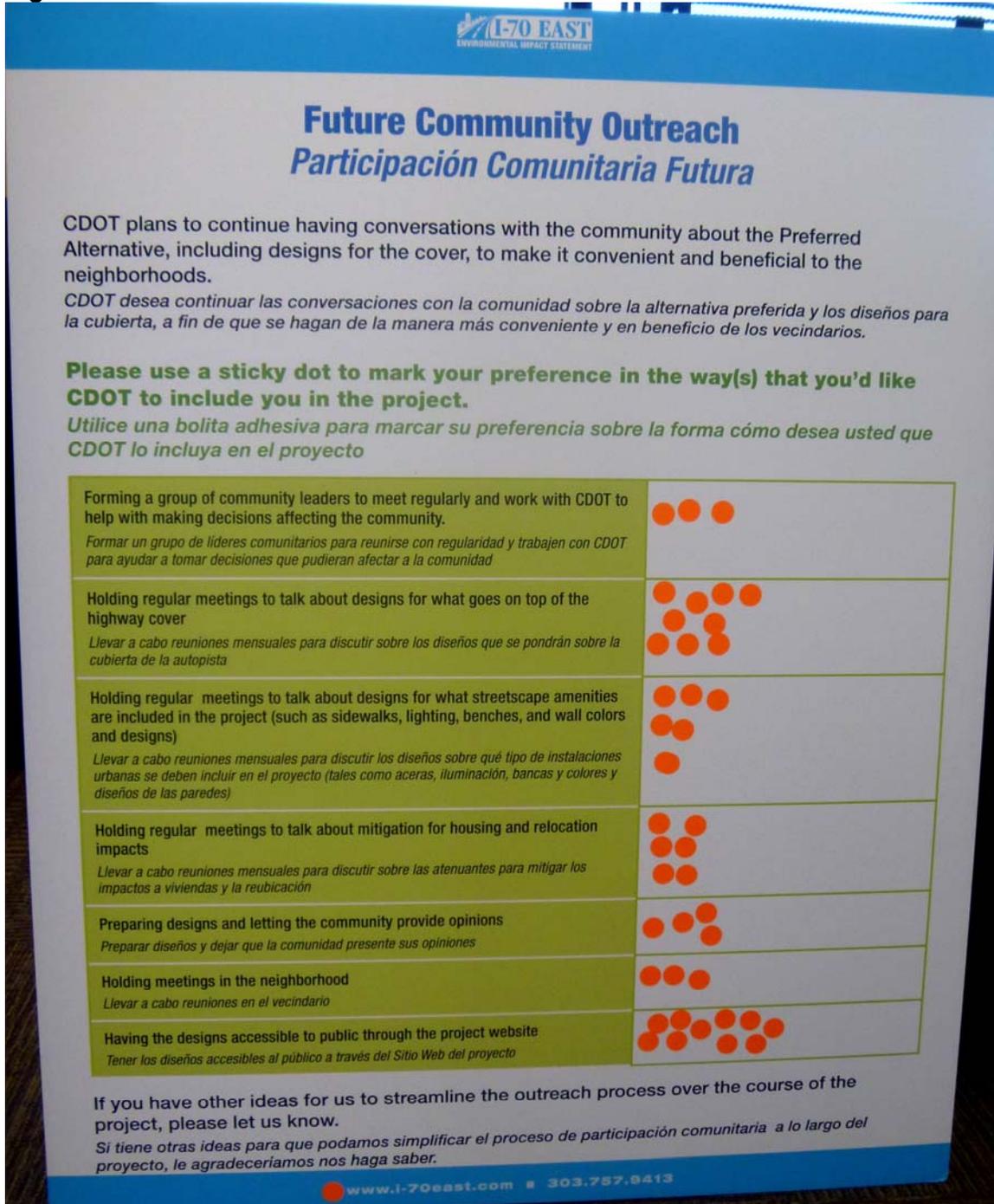
- City staff - website
- Ease of food-gas access
- Reliable transportation to keep Denver on the move.
- *Well, for me in particular, I would like you to build a running track for exercising and to plant trees and have tables and chairs to have tea and very important a nice water fountain with many flowers, and of course more security since in this area thefts have occurred including my business – I am the owner of MSP Autos Repair LLC- The idea of a park is excellent.*

7. Any additional comments or questions?

- Great job - let's get it done.
- If they decided the lower highway option with the open space on top, you ought to check out options for someone else to take care of grounds. i.e., botanical gardens, maybe as an attraction to bring people to the area.
- Thank you for putting this together. Having an opportunity to talk directly with the project managers made this meeting very informative. I appreciate the time they spent with us.
- Get rid of Purina! (or make them decrease/eliminate the odor output from the factory)
- Thanks for hosting this outreach meeting.

Orange dots were available at the April 10th and 11th meetings for attendees to show their interest on how to stay involved. As shown in Figure 1, having the designs accessible to the public through the project website received the highest vote collectively from both meetings for the most preferred way for public to stay involved.

Figure 1



III. SUMMARY OF VERBAL COMMENTS

The following section summarizes the verbal comments received by project team members during the meeting.

- Showed concerns about the ventilation and output location for the partial cover lowered alternative.
- Believes that CDOT is on the right track with the cover.
- Current shortage of parks in the area. Suggested AstroTurf for the cover because of uncertainty of how well vegetation would grow on the cover.
- I-270/I-76 reroute would create a longer travel distance and I-270 and I-76 are already congested.
- Commerce City will not have much to say since the project is no longer impacting their area.
- This effort should be coordinated with the FasTracks effort.
- Two miles is an incorrect distance for the out of direction travel for the I-270/I-76 reroute.
- \$4 billion also is an incorrect number for the cost of the re-route.