



CORRIDOR-WIDE PUBLIC MEETING SUMMARY

Date/Time: November 14, 2012/5:30 P.M.

Location: Swansea Recreation Center

Attendees:

George Pigford	Dennis Lovato	Bernadette Duerson	Jamie Marston
Ash Cook	Drew Dutcher	Josie Arrieta	Aureliano Arrieta
Betty Wonder	Bonnie Stackhouse	Wilber Stackhouse	David Marquardt
Deborah Ortega	Luisa Zamora	Frank McLaughlin	Kevin Hunkle
Brenda Vasquez	Malcom Whitman	Maxine Ichikawa	Mike Stone
Helen Montoya	Frank Montoya	Nola Miguel	Jesus Fuentes
Alfredo Pacheco	Louise Pacheco	Alfonso Sanchez	Lauriene Velasquez
John Hollzworth	Lillie Fuller	Diane Fleck	Anthony Yelenick
Mike Zink	Doris Zink	Jim Mercado	Celina Benavidez
Mark Vackery	Milton Luke	Bernice Luke	Angel Rivera
Maria Rivera	Paul Solano	Anita Solano	Elias Alfaro
Dolores Alfaro	Abraham Soltero	Anthony Thomas	Thomas Anthony
Art Ballah	Bay City Inc	Bertha Portalis	Bettie Cram
Bradley Zieg	Dan Klepper	Dean Foreman	Dody Erickson
Frank Woertman	Jong Jin Lee	Frank Elwess	Jackie Elwess
Joe Elliott	Joe Huff	Joe Schaub	John Jimenez
John Zapien	Juan Veloz	Juanita Ripota	Manual Rojas
Mark Ryan	Keith Milheim	Jerry Mugg	Gilberto Munoz
Nanci Kerr	Donn Schaivle	Mary Quintana	Maxine Quintana
Robert Dimig	Frank Underwood	Gertrude Underwood	Wayne Nelson
Rosemary Nelson	Abraham Gonzalez	Chelsey Berg	Angie Campos
Nancy Kellogg	Brenda Gonzalez	Ray Martinez	Marcella Martinez
Joann Williams	Louis Anderson	Estrella Espanoza	Greg
Ray Ribota	Elizabeth Samora	Eli Samora	Derek Domingez
Christina Domingez	Dic Frank	Norma Frank	Julia Tomas
Gerard Tomas	Aaron Scott	Amy Schmaltz	Ed Horvat
Jim Heimbecher	Ken Hoagland	Larry Kowalis	Zach Bollier
Christian Baker	Dave Schoenfeld	Jose F Esquibel	Johanna M Esquibel
Augustine L Gallegos	Frida E Gallegos	Inge Freritos	Albert Maldonado
Lorraine B Maldonado	Leonila Ortiz	Thad Tecza	John Alden
Wade Gibbons	Joel Maestas	Kathleen Guerra	Gloria Mendoza
Micheal Sapp	Councilwoman Judy Montero	Brenda Ortiz	Nayeli Ortiz

I. INTRODUCTION

The I-70 East environmental impact statement (EIS) project team conducted corridor-wide public meetings on November 13th and 14th as part of the project outreach process. These notes reflect the public meeting held on November 14th. The primary purpose of the public meeting was to update the public on the project's progress and review the alternatives under consideration.

The meeting started at 5:30 pm as an open house style meeting with discussion tables. The open house 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.

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, 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 the meeting attendees were supplied with a handout which included alternatives descriptions, maps, and comment sheets. 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

The following section details the comments received to date from the comment sheets distributed at the meeting. These comments are recorded verbatim. Please note some comments have been translated from Spanish.

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

- No-Action
 - I am for this
 - Lowered covered the best
 - This strikes me as a band aid which puts off need for change.
 - The current viaduct is falling apart, let's get rid of it
 - Add one extra lane (3 to 4) each direction and merging and shoulder
 - No

- Revised Viaduct North Option
 - We want this
 - Very happy that it is not going to occur
 - Both of these just seem to move the existing problems north or south by a block or two
 - This we want!
 - Yes (2nd Choice)
 - I don't like this option at all, too close to the school and an eyesore.
 - Preferred our south shift

- Revised Viaduct South Option
 - Clearly, this has never been a serious option because the city likes Purina's tax \$ too much
 - Better for school community
 - No tunnel
 - This would be acceptable, but not much of an improvement for the community

- Partial Cover Lowered
 - No Tunnel
 - I like this options, I feel this is the more sustainable approach. By reducing the number of viaducts to maintain.

- Yes. We want people to WANT to live here.
- I feel it is a very good proposal
- We like this alternative
- I like this one as it addresses the "wall of concrete" running through Globeville and Swansea by putting it out of sight
- Yes (1st Choice)
- I really like this option. It's quieter and would improve the neighborhood.
- Will lead to flooding - leave off cover - our vote. Cost of sewer line rerouting?
- Best/don't want to lose the ramps at Steel Street/ concerned about traffic on 46th. Has there been a traffic study done concerning access to the new highway?
- This is the one that seems best for my community.
- Yes
- I preferred the Partial Cover Lowered

2. Which alternative seems best to you and why?

- Just fixing the repairs and maintaining the requirements for code
- I feel this is the more sustainable approach by reducing bridges/viaducts so the best to me is the Partial Cover Lowered.
- Lowered! 100%. It's a more lasting investment in the long run, it makes people WANT TO LIVE HERE and it's more appealing for a larger # of reasons.
- Proposal "B"
- Partial cover lowered because would limit noise and pollution.
- Partial cover lowered. This (illegible) the neighborhood/surface flow and sight likes and puts some "green" back in the city to faster (illegible).
- Partial Covered Lowered. More aesthetically pleasing and longer lasting. A better investment.
- Lowered Highway. Reduced impact to neighborhoods. Less maintenance cost.
- Cover lower
- The Partial Cover Lowered alternative because it keeps the school in the same place and will improve it.
- The Partial Cover Lowered
- The Partial Cover Lowered because it improves the traffic and the neighborhood (illegible) to less exits from the highway.
- The Partial Cover Lowered because we will have the same transportation system. For example the Stock Show will be in the same area from the north, south, east and west.

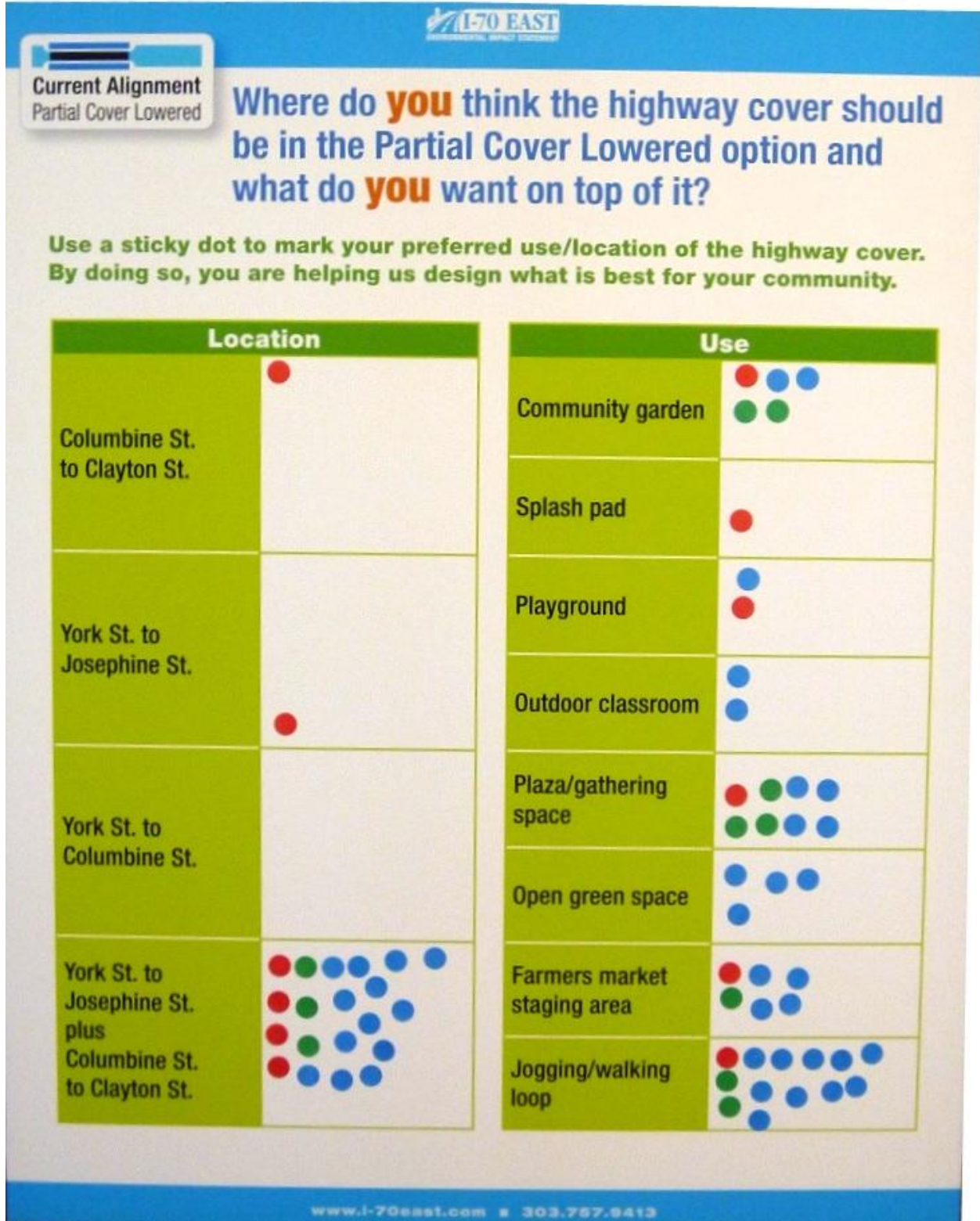
3. What do you think should be on the Partial Cover Lowered Alternative?

- I just want the highway fixed
- Plaza, solar paneled pagodas, benches, sculptures, labyrinth is a good idea. Low water options, native/dessert plants. "Green roof" idea and xeroscape. Direct water to plants.
- A park with a running trail, space for a farmer's market and a gathering space for the community. Oxygen producing trees and plants to absorb noise.
- The sitting and farmer market would be nice.
- Public/community space to bring the community together and socializing (illegible) "here" rather than leaving.
- Park or school use!
- Next to the Elementary School
- Open sky

- Splash pad, open green space, farmer's market staging area
- An area to walk
- Outdoor classroom, splash pad, jogging/walking loop
- Partial

Blue dots were available at the November 14th meeting, while the red and green dots reflect the votes received at the November 13th meeting. As shown in Figure 1, York St. to Josephine St. plus Columbine St. to Clayton St. received the highest vote for the cover location. The Jogging/walking loop received the highest support as a design element to be incorporated on the cover followed by the Plaza/gathering space, Open green space, and Farmers market staging area.

Figure 1

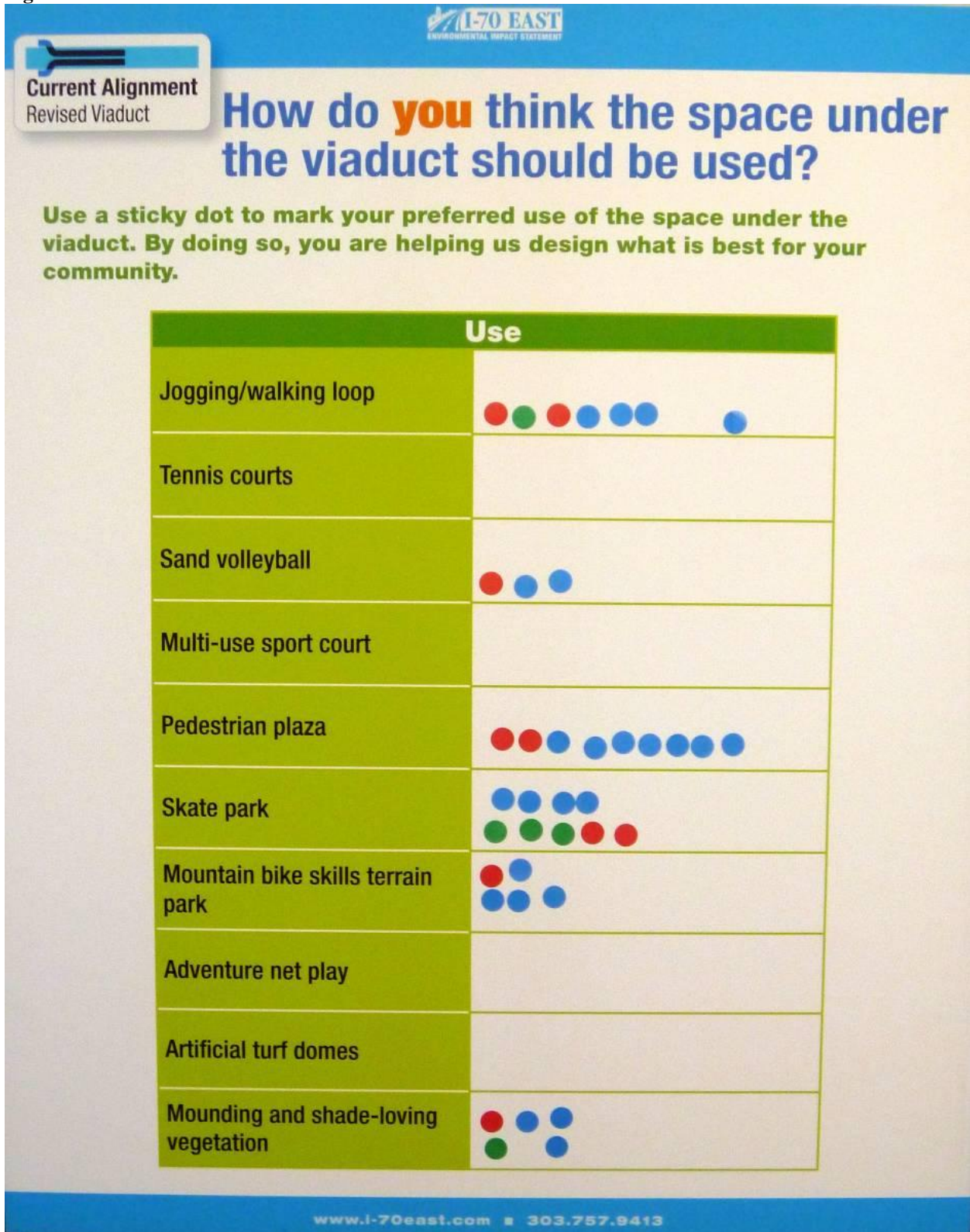


4. What do you think should be under the viaduct adjacent to 46th Avenue?

- Keep it the way it is, just repair it.
- Business. Business. Business.
- Safety. And control of traffic during construction
- Open to suggestions?
- Exercise facilities, skate park, basket ball court.
- (illegible) activity
- Multi-use court, pedestrian plaza
- Green areas, trees
- Green areas

Blue dots were available at the November 14th meeting, while the red and green dots reflect the votes received at the November 13th meeting. As shown in Figure 2, the pedestrian plaza received the highest support in the community followed by the jogging/walking loop, skate park, and mountain bike skills terrain park.

Figure 2



5. Do you have any comments on the elimination of the Realignment Alternative?

- It should be considered as a re-route option during construction of the lowered option so the project can be completed faster.
- None
- No
- It was a good alternative to the (illegible) but I can see the point about turning I-70 into a surface street even at a fraction of the volume.
- Bad idea!
- Please don't
- Was too great of (illegible) affects too many properties
- Eliminate it
- None
- No

6. What do you think of the Swansea Elementary School Options?

- I'm curious about what the folks at Swansea Elementary think; it affects them more than me.
- If the school moves or stays put, the residents in Columbine have to deal with THAT construction on TOP of the highway construction. It's NEVER ENDING!
- Possible expansion
- Good
- Need to make/faster environment that shouldn't want to so to for leaving
- No
- Move it or enlarge it
- Utilizing space under viaduct will be like performing activities under bleachers. i.e. lead to hostile activities out of sight. Lowered highway option two looked good.
- I like option #2
- To be removed
- Partial Cover Lowered - Option #2
- To respect where the school is

7. Any other comments or questions?

- I'm frustrated with the lack of funds and or mismanagement of money for our local roads and that I-70 has not been maintained, why expand something that isn't being taken care of in the first place.
- Nice job bringing the lowered partial covered option back. I feel lowering the highway would improve the neighborhood.
- Don't tear my house down =(
- What happened to the conversation about MITIGATION EFFORTS?! How long, really, is this construction process going to take? When will a decision be made? What will be done to deal with traffic in the process of construction?
- Good job team coming together.
- No
- Please keep the neighborhood well in advance of any and all street closures and utility interruptions
- Raise the price of gasoline and get people to carpool. Take public transit; or stay off the road negating the need to expand.

- If the Pilot Travel Center truck stop goes away, it will significantly affect other trucking-related businesses north along Vasquez that depend on the truck stop activity. These businesses include truck mechanics, tire dealers, a truck dealership, and trailer sales. This could have a significant economic impact and reduce local government sales taxes receipts.
- I want you to implement the project soon! I would like to be a community leader and participate in the meetings.
- I would like to participate in the leadership meetings.
- No

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 except two that were marked for CDOT right-of-way acquisition and City and County of Denver. Below is a summary of the discussions at these tables.

- Preference on Partial Cover Lowered
 - Have 46th Avenue only on South side
 - Would like to see more cover
 - Re-unite community
 - Widening the highway means bringing more traffic and taking more homes
 - Promoting more bike/walk/bus modes will result in less cars on the streets
 - Storm water runoff is safer than the viaduct options
 - Tunnel the highway from I-25 to Colorado Boulevard – If no bypass option
- Concerns on Partial Cover Lowered
 - Stability
 - Drainage
 - Emergency access
 - Requesting Seattle engineers to come out and assess our conditions for the Partial Cover Lowered option
 - Safety concern with the Cover
 - Air quality concerns for the park area from the highway below
 - Ice/snow treatment concerns
- Preference on Revised Viaduct
 - Go north – existing alignment is a wall/divider
- Concerns on Revised Viaduct
 - More accidents due to cold/ice
- Additional comments and suggestions
 - No reroute
 - 270 is already a mess
 - Look out 50 years from now instead of 25 years
 - Make sure to incorporate transit numbers from FasTracks in traffic projections

- Double-decker the highway
- Consider the Population growth