



U.S. 36 ENVIRONMENTAL IMPACT STATEMENT

Preferred Alternative Development and Combined Alternative Results Public Meetings

April 2009

The focus of the public meetings was to define the preferred alternative development process, outline the elements and components of the Combined Alternative (CA), describe differences between the Combined Alternative and the DEIS build packages (P2 and P4) and to solicit public input. Three corridor-wide public meetings were held on April 1, 8 and 9, from 6:00 p.m. to 8:00 p.m. in Westminster, Boulder and Adams County. The meeting format included an open house period at the beginning and end with a formal welcome, Power Point presentation and facilitated discussion. The meetings attracted more than 600 registered attendees total and collected approximately 170 public comments. Totals for registered attendance were as follows:

- **Wednesday, April 1, 2009** – 43 registered attendees at the Westminster City Park Recreation Center
- **Wednesday, April 8, 2009** – 93 registered attendees at the Boulder Public Library
- **Thursday, April 9, 2009** – 493 registered attendees at The Global Leadership Academy in Adams County

Informative display boards lined each reception area and were used to visually share information and solicit input from the public. Members of the project team were available throughout the workshops to discuss specific concerns and share information. Attendees had several ways to provide input and have their questions or concerns addressed including one-on-one conversations during the open house, public comment during facilitated discussion and submission of comments through the Web site or written forms.

Summary of Issues

While overall public support for the process and for elements in the Combined Alternative was expressed, concerns about specific elements of the Combined Alternative were captured during the facilitated discussion and from the written comments. The following is a summary of public input received:

- **Broadway Access**
 - Hundreds of residents and representatives from businesses, community groups, and local agencies attended the public meetings and expressed opposition to the proposed closure of access to Broadway Boulevard from US 36 and from southbound I-25. Save Your Neighborhood Access Committee (SYNA) presented a range of concerns regarding the proposed closure, including potential negative impacts to public safety, local businesses and the community.
 - Petitions with more than 960 signatures were submitted to the project team demanding local access to Broadway from both I-25 and US 36 be included in the FEIS or to remove the interchange from this analysis.

- Property Acquisition
 - Owners of properties identified to be acquired as part of the project expressed frustration regarding the overall timeliness of the process and requested clarity around the exact timetable for acquisition. Others expressed gratitude for information provided by the project team.
- Bus Rapid Transit Stations
 - There was overall support for the Bus Rapid Transit (BRT) component presented in the Combined Alternative. Perceived operational and safety hazards associated with the proposed side-loading BRT stations were expressed due to buses weaving back and forth from the median managed lane across the general purpose lanes and to the side-loading BRT stations. Due to these concerns, support was expressed for median BRT stations.
 - Many suggested the need for buses that use alternative fuels to reduce emissions and environmental impacts to air quality.
- Noise Mitigation
 - Boulder residents living between Table Mesa Drive and Baseline Drive shared strong interest in extending the noise mitigation treatments all the way to Baseline Drive. Some people also requested immediate reduction of the speed limit to reduce current noise levels. Additionally, residents requested an opportunity to improve the aesthetic quality of noise mitigation treatment for areas identified to receive it.
- US 36 Bikeway
 - Overall support was expressed for the proposed bikeway alignment. Support was also communicated for building a connected bike path system during the first phase of construction with grade-separated crossings at major intersections and interchanges.
 - Skepticism was expressed for the bikeway as a transportation alternative in light of the purpose and need of the US 36 EIS project. Members of the public shared support for implementation of the managed lane as a priority, rather than construction of the bikeway.
- Funding
 - Numerous members of the public were interested in the availability of funding for US 36 improvements, including how much money was immediately available, whether federal stimulus money will be used and the role of RTD FasTracks funding.
- Regional Transportation Coordination and Connectivity
 - Individuals expressed an interest in understanding how the US 36 EIS corridor project related to other regional transportation improvements, especially the RTD FasTracks Northwest Rail.