



## **I-70 & Kipling Interchange Planning Environmental Linkage (PEL) Study Community Focus Group Meetings Round #1 Summary**

The I-70 & Kipling Interchange PEL Project Team held the first set of Community Focus Group meetings in early August 2012. Three Community Focus Groups were formed to share information and gather feedback from individuals with specific interest areas: Residential, Business, and Multimodal Travel.

Invitation letters to join the Focus Groups were sent via USPS and/or email to 115 individuals. Twenty-six individuals stated interested in the meetings and either attended or requested meeting materials be provided to them.

The following meetings were held at Red Rocks Community College (5420 Miller Street, Arvada, Colorado):

- Resident and Homeowner Association Focus Group – August 7, 2012
- Business Focus Group – August 8, 2012
- Multimodal Travel Focus Group – August 8, 2012

The purpose of this first round of Focus Group meetings was to review the results of alternatives development and Level 1 alternatives evaluation, and discuss the alternatives moving forward into Level 2 screening. At each meeting, a brief PowerPoint presentation was given by the Consultant Project Manager to provide an overview of the project and progress to date. Following the presentation and descriptions of the alternatives moving forward, focus group members were asked to give their feedback on the alternative concepts, help the project team understand potential impacts, and suggest ways to refine alternatives to balance needs of various user groups. A summary of comments from each meeting is listed below.

---

### **Resident and Homeowner Association Focus Group – August 7, 2012**

---

- Interchange and the Kipling and 44<sup>th</sup> corridors are too congested
- Roundabouts won't work because most people don't know how to use them
- Improving visibility under the I-70 bridge would improve the westbound off ramp to 49<sup>th</sup> weave problem
- Signage will be important for some of the less common designs
- Concern with business impacts from right-of-way needed for loop ramps
- Businesses need easy access
- Gas stations at the interchange are important
- Cars blocking intersections causes congestion
- Make sure cars won't get stuck on the on-ramps when merging onto I-70 with new alternatives (it happens now)

---

**Business Focus Group – August 8, 2012**

---

- North frontage road impacts to Medved – Medved prefers options providing easy access to the north frontage road west of Kipling
  - One-way frontage road would impact their access to gas stations
- Road impacts to 49<sup>th</sup> east of Kipling would affect Jefferson Center for Mental Health
- Buttonhook and Texas Frontage Road Diamond preferred for keeping access to frontage roads
- Michigan Lefts alternative seems difficult for access and driver expectancy
- Ketelson concerned with impacts to their property, including impacts that would affect their access from I-70/Kipling but not require relocation
- Medved and Ketelson draw traffic during peak and off peak times (service, truck deliveries)

---

**Multimodal Travel Focus Group – August 8, 2012**

---

- Avid bicyclists avoid Kipling because it is unsafe, but some ride it if they don't know alternate routes (prefer Tabor, Garrison)
- Improvement of pedestrian refuge areas at intersections is critical
- Frontage road proximity to ramps is a problem because there are a lot of crossings in small area
- Include pedestrian oriented features in improvements, such as those in 32<sup>nd</sup> and Youngfield project
- Need walkable solutions for low income population in the area
- More people would bike/walk if there were better/safer facilities
- Alternatives with roundabouts would need to be paired with another bicycle/pedestrian friendly treatment
- Like Texas Frontage Road and Buttonhooks alternatives because they minimize conflict points and provide benefit to all modes
- Partial Cloverleaf alternatives have more vehicular free flow movements, making it more difficult for pedestrians/bicyclists
- Traditional Diamond alternative would be acceptable
- Regardless of the alternative chosen, the sidewalks should be widened in accordance with CDOT or City of Wheat Ridge design guidelines
- Majority of bicyclists who do and will use this corridor are commuters, however a portion are likely to be recreating bicyclists traveling to the Clear Creek green belt and other points
- There will likely be an increase in bike/pedestrian volumes once other trail/path improvements are made in the area