

Summary Notes
Collaborative Effort, January 31, 2008
The Keystone Center, Keystone Colorado

Discussion of Alternatives:

The CE worked in small groups for most the meeting using a mapping exercise to help further identify and define areas of agreement and disagreement among the members of the group. Members of the public also participated as their own group in the exercise.

Below is a summary of the areas of agreement and unresolved issues.

Areas of Agreement:

- AGS is part of the alternative through the entire corridor
- Minimal actions for highway improvements are part of the alternative
- Adaptive management approach is need for making decisions about improvements
- TDM, education, enforcement and bus strategies can all help now

Areas of disagreement/ continued discussion:

- Vision vs. preferred alternative
- Highway improvement beyond minimal action
 - Especially between Floyd Hill and Empire Junction
- Is BRT a compatible interim strategy with building AGS long term?
 - Cost, alignment, construction, ridership

Further discussion:

Several members commented on the challenges of dealing with the growth that can be expected in communities throughout the corridor. Several noted that this decision is important to help direct behavior patterns in the manner most consistent with the desired growth. Others pointed out the interstate nature of the highway and that the growth issues are not just about our own communities but how the region in general is changing and we need to be aware of the implications of our decisions here on those growth issues. While transit was identified as a major component in our discussions today it may not fully meet the interstate demands placed on the corridor.

Group members recognized that the overall costs of any alternative are a primary consideration and this group will need to be persuasive to obtain state funding for any solution. They reiterated that is one of the main reasons it is important for this group to come to agreement on a solution so that they can begin to advocate for both public sector and private sector funding.

It was suggested that an additional summary of what is already considered and included in the PEIS should be provided to the CE. Harry Dale has prepared a summary that will be posted to the website. Presentations to the group can focus on the areas of disagreement and specifically on the highway issues.