
APPENDIX A

PUBLIC INVOLVEMENT

This appendix contains the following project documents, listed in the order they are presented.

- ▶ CDOT press releases (3)
- ▶ Invitations to open house public meetings (5)
- ▶ Newsletters (6)
- ▶ Fact Sheet
- ▶ Form letter sent to organizations for outreach on environmental justice
- ▶ Household Travel Survey mailed to 10,000 homes
- ▶ Survey of Potentially Affected Business Owners
- ▶ Summaries of public meetings (28)
- ▶ Minutes of 52 meetings with the Regional Coordination Committee and the Technical Advisory Committee (a list of those meeting dates appears in **Table 8-1**)
- ▶ Agency letters and minutes (52)
- ▶ Local Agency Trail Concurrence Letters (5)

Chronologies of the letters and minutes are listed below by local and regional agency for reference.

Letters between the 65th Colorado General Assembly and CDOT

March 31, 2006	Letter asking CDOT to keep Exit 254 open
April 12, 2006	CDOT Response letter to Representative Jim Welker

Regional Transportation District (RTD)

December 3, 2003	CDOT invitation for representation on travel forecasting work group sent to NFRMPO, DRCOG, and RTD (see form letter in the DRCOG section below)
December 17, 2003	Letter from FHWA and FTA to RTD requesting them to be cooperating agency
January 21, 2004	Invitation to scoping meeting for the Resource Agency Team
February 2, 2004	Letter from RTD accepting FHWA invitation to be cooperating agency
April 20, 2004	Meeting to discuss FasTracks implications
May 4, 2005	Briefing of RTD Board member Lee Kemp on transit issues
June 6, 2005	Meeting with RTD Board member Lee Kemp
March 31, 2006	Meeting to discuss use of park-n-Rides and cost assumptions
April 9, 2007	Coordination meeting between the NFRMPO and RTD
May 14, 2007	Coordination meeting: NFRMPO and RTD

North Front Range Metropolitan Planning Organization (NFRMPO)

August 28, 2003	Meeting to discuss travel forecasting approach
December 3, 2003	CDOT invitation for representation on travel forecasting work group sent to NFRMPO, DRCOG, and RTD (see form letter in the DRCOG section below)
August 4, 2005	Coordination meeting
November 17, 2005	Coordination meeting

February 27, 2006	Meeting to discuss the two DEIS build packages
March 3, 2006	Meeting to discuss results of Level 3 screening
March 27, 2006	CDOT Park and Ride scoping meeting with county sheriffs (see minutes in the Ad Hoc Meetings section below)
May 9, 2006	Meeting on commuter rail alignments
May 15, 2006	Meeting to discuss land use and rail options
March 1, 2007	Meeting with the MPO Planning Council and the new CDOT Executive Director
April 9, 2007	Status meeting between the NFRMPO and RTD (see minutes in the RTD section above)
May 14, 2007	Status meeting between the NFRMPO and RTD (see minutes in the RTD section above)

Denver Regional Council of Governments (DRCOG)

September 2, 2003	Meeting at DRCOG to discuss travel forecasting approach
December 3, 2003	CDOT invitation for representation on travel forecasting work group sent to DRCOG, NFRMPO, and RTD
January 21, 2004	Invitation to scoping meeting for the Resource Agency Team
May 17, 2004	Presentation of Purpose and Need to the DRCOG TAC

Ad Hoc Meetings with Multiple Local Agencies

January 16, 2004	Meeting with Northern Colorado Communities planners and elected officials
September 23, 2004	CDOT invitation letters to Smart Growth Meeting sent to six counties and 28 cities and towns
March 27, 2006	CDOT Park and Ride scoping meeting with NFRMPO and county sheriffs
October 17, 2006	Meeting with Erie, Frederick, and Dacono on transit alignment and stations

City and County of Broomfield

March 8, 2006	Comment letter on the Level 3 packages
March 30, 2006	Transmittal letter of requested local plans and concepts
December 11, 2006	CDOT request to review technical memo on design assumptions related to local road crossings of I-25

City of Fort Collins

October 28, 2005	Meeting to discuss transit and station locations
December 15, 2005	Meeting regarding viability of BRT on the BNRR freight tracks

Town of Frederick

August 10, 2006	Letter supporting Alignment S for commuter rail
November 7, 2007	Response letter from CDOT

City of Loveland

March 13, 2006 Meeting to discuss US 34 interchange planning
May 31, 2006 Meeting to decide on US 34 interchange concept to advance in the DEIS

City of Northglenn

December 11, 2006 CDOT request to review technical memo on design assumptions related to local road crossings of I-25
March 30, 2007 Meeting regarding potential impacts to Grant Park
May 14, 2007 Meeting to discuss impacts to Grant Park

City of Thornton

December 11, 2006 CDOT request to review technical memo on design assumptions related to local road crossings of I-25
July 18, 2006 Transportation Planning Manager's comments on rail alignment and station location

Great Western Railway

April 14, 2006 Meeting to discuss how various GWRR rail facilities relate to Package A
May 15, 2006 Meeting to continue discussions on facilities and operations
October 31, 2006 Meeting to discuss commuter rail possibilities, frontage road at-grade crossings, and the five GWRR crossings with I-25 and the associated frontage roads.

Burlington Northern Santa Fe Railroad (BNSF)

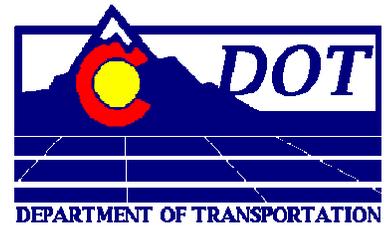
March 18, 2005 Meeting with BNSF to discuss possible commuter rail corridors
August 20, 2007 Transmittal of Level 3 Alternatives with Commuter Rail to BNSF

Union Pacific Railroad

September 26, 2006 Meeting with UPRR on the two locations of I-25 and UPRR crossings

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News From
**The Colorado Department
of Transportation**



www.dot.state.co.us

December 1, 2005
Contact: Mindy Crane – (303) 757-9469
Cell- (303) 880-2136

ANOTHER OPPORTUNITY ARISES FOR PUBLIC INVOLVEMENT IN THE NORTH I-25 EIS

Larimer and Weld Counties – As part of the North I-25 Environmental Impact Statement (EIS), the Colorado Department of Transportation (CDOT) has developed another forum for community members to become involved in the study process by creating Transit Stations Working Groups.

“Currently, three transit alternatives are being studied in the North I-25 EIS: Commuter Bus, Commuter Rail and Bus Rapid Transit (BRT),” said CDOT Project Manager Dave Martinez. “The working groups recently organized will allow members of the community to discuss and share ideas regarding transit station locations, bike and pedestrian connectivity and maintenance facilities. We strongly encourage those who are interested to participate in one of the groups.”

Four North I-25 EIS Transit Station Working Groups have been geographically established: North I-25 (north of SH 66), South I-25 (south of SH 66), US 287 and US 85. Community members who reside in or frequently drive any of these corridors are encouraged to participate. Below is a list of the upcoming meetings that will be held in December:

North I-25 group

December 5, 6 p.m. to 7:30 p.m.
CDOT Region 4, 2207 E. Highway 402

US 287 group

December 8, 6 p.m. to 7:30 p.m.
Longmont Recreation Center, 310 Quail Road

South I-25 group

December 12, 6 p.m. to 7:30 p.m.
Frederick Town Hall, 401 Locust St.

-more-

“Taking Care To Get You There”

US 85 group

December 15, 6 p.m. to 7:30 p.m.
Greeley Recreation Center, 651 10th St.

Those who cannot attend any of the meetings can submit their comments on the project Web site by visiting www.cdot.info/northi25eis/ or calling 970-352-5455.

ABOUT THE NORTH I-25 EIS

The north I-25 corridor has become the focus of a substantial portion of statewide growth over the years, with I-25 serving as the primary north-south spine of the transportation system. Traffic volumes and accidents have increased on I-25 and parallel roadways; therefore, awareness of the need to plan for transportation improvements within this corridor has significantly increased over the years.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), in cooperation with the Colorado Department of Transportation (CDOT), initiated the North I-25 EIS in 2003 to identify and evaluate multimodal transportation improvements along the I-25 corridor from the Fort Collins-Wellington area to Denver.

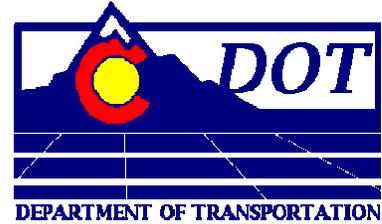
As one of the state's largest EIS studies, the North I-25 EIS study area spans seven counties and more than 30 communities. In order to include consideration of multimodal transportation alternatives, the study area extends from US 287 in the west to US 85 in the east.

For more information on the North I-25 EIS, visit the project Web site at www.cdot.info/northi25eis/, or contact CDOT Public Relations Coordinator Mindy Crane at (303) 757-9469.

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News From

The Colorado Department of Transportation



www.dot.state.co.us

December 2, 2005
Contact: Mindy Crane: (303) 757-9469
Cell: (303) 880-2136

CDOT VISITS MORE COMMUNITIES FOR THE NEXT ROUND OF PUBLIC MEETINGS IN THE NORTH I-25 EIS

Larimer and Weld Counties – The North I-25 Environmental Impact Statement (EIS) project team and the Colorado Department of Transportation (CDOT) are taking a new approach to public meetings in order to enhance and encourage public participation in the EIS process.

Since the study area spans a vast area that includes seven counties and more than 30 cities, CDOT and its partners have scheduled 12 town hall public meetings in January and February 2006, marking the fifth round of public meetings since the EIS inception in 2003.

“Public involvement at this stage of the study is very important, and we hope that by holding numerous meetings at convenient locations, more community members will be able to attend,” said CDOT Project Manager Dave Martinez. “The project team will offer new findings in the North I-25 EIS, and we encourage the public to voice their opinions and needs of their communities.”

In this fifth round of public meetings, information will be shared regarding the results of the third level of screening. In this third level, eight alternative transportation packages were developed and evaluated and the packages that performed best will advance into the Draft Environmental Impact Statement (DEIS). The results will be discussed at the town hall meetings, scheduled for the following dates and locations:

January 23
Fort Collins Aztlan Center
112 E. Willow
5:00 p.m. to 7:00 p.m.

January 24
Windsor Community Center

250 11th St.
11:00 a.m. to 1:00 p.m.

January 25
Frederick Town Hall
401 Locust St.
5:00 p.m. to 7:00 p.m.

January 26
Thornton City Hall
9500 Civic Center Dr.
6:00 p.m. to 8:00 p.m.

“Taking Care To Get You There”

January 30
Gilcrest Valley High School
1001 Birch Street
6:00 p.m. to 8:00 p.m.

January 31
Mead Town Hall
441 Third St.
11:00 a.m. to 1:00 p.m.

February 1
Longmont Museum
400 Quail Rd.
6:00 p.m. to 8:00 p.m.

February 2
Loveland Public Library
300 N. Adams
7:00 a.m. to 9:00 a.m.

February 6
Greeley Recreation Center
651 10th Ave.
6:00 p.m. to 8:00 p.m.

February 7
Fort Collins Harmony Library

4616 S. Shields
11:00 a.m. to 1:00 p.m.

February 15
Southwest Weld County
Building
4209 Weld County Rd. 24 ½
4:30 p.m. to 6:30 p.m.

February 16
Milliken Town Hall
1101 Broad St.
6:00 p.m. to 8:00 p.m.

ABOUT THE NORTH I-25 EIS

The north I-25 corridor has become the focus of a substantial portion of statewide growth over the years, with I-25 serving as the primary north-south spine of the transportation system. Traffic volumes and accidents have increased on I-25 and parallel roadways; therefore, awareness of the need to plan for transportation improvements within this corridor has significantly increased over the years.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), in cooperation with the Colorado Department of Transportation (CDOT), initiated the North I-25 EIS in 2003 to identify and evaluate multimodal transportation improvements along the I-25 corridor from the Fort Collins-Wellington area to Denver.

As one of the state's largest EIS studies, the North I-25 EIS study area spans seven counties and more than 30 communities. In order to include consideration of multimodal transportation alternatives, the study area extends from US 287 in the west to US 85 in the east. For more information on the North I-25 EIS, visit the project Web site at www.cdot.info/northi25eis/, or contact CDOT Public Relations Coordinator Mindy Crane at (303) 757-9469.

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FOR IMMEDIATE RELEASE

Contact: Kim Podobnik
303-689-0704 (office)
303-907-6110 (cell)

The Colorado Department of Transportation is Listening

PUBLIC INPUT IS CRITICAL TO STUDY EXAMINING IMPROVEMENTS TO TRANSPORTATION INFRASTRUCTURE IN NORTHERN COLORADO

LOVELAND, Colo., Jan. 28, 2004 – Like most people, you have probably headed out of your neighborhood one morning and been surprised to see that orange cones and “Road Work Ahead” signs have appeared seemingly overnight. Do you ever wonder how the decision is made to rebuild the road that takes you back and forth to work everyday? How can you have a voice in that decision? Now is your chance.

The Colorado Department of Transportation will host open houses to take public input about which transportation options will most improve mobility and safety for those who travel I-25 north of Denver. The open houses are part of a three-year study called the North I-25 Front Range Environmental Impact Statement (EIS). This study is co-led by the Federal Highway Administration, Federal Transit Administration in cooperation with CDOT. When complete, the study will produce a draft EIS, a final EIS, and a Record of Decision.

Initial open houses are scheduled for the following dates and locations:

- Feb. 3, 2004 – 4-7 p.m. – Greeley Recreation Center, 651 10th Avenue, Greeley
- Feb. 5, 2004 – 4-7 p.m. – Southwest Weld County Services Building – 4209 Weld County Road 24 ½
- Feb. 10, 2004 – 4-7 p.m. – Lincoln Center, 417 Magnolia, Fort Collins

-MORE-

North I-25 Front Range EIS
CDOT is Listening
Page 2

The public will have the opportunity to share their thoughts and feelings on how they envision the future of transportation along I-25 in Northern Colorado. “Public input is one of the most important elements in this process,” said David M. Martinez, CDOT Project Manager for the North I-25 Front Range EIS. “In order to make recommendations that best serve people commuting and traveling in Northern Colorado, we must hear from them as to which options most closely meet their needs.” Anyone interested in this corridor is encouraged to attend the open houses.

While the open houses provide important opportunities for citizens to learn about the project and provide comment, they are not the only means of communicating with the project team. Log on to the project Web site at www.i25northforty.com/eis/ to submit comments electronically at any time. Comments can also be made via phone at (970) 352-5455 or by U.S. Mail to the project office at:

N. I-25 Front Range EIS
c/o CDOT Region 4 Engineering Office
2207 E. Highway 402
Loveland, CO 80537

About the North I-25 Front Range EIS:

The EIS will explore regional transportation options mainly on I-25 in Northern Colorado, and perhaps also US 85 and US 287. The eastern boundary of the study area will be the US 85 corridor, and the western boundary will be the US 287 corridor.

The study will examine the effects various transportation improvements would have on the local environment, as well as the lives of residents and commuters. Engineers and environmental specialists will study a range of alternatives that address highway system connectivity, various forms of public transit, traffic demand/capacity, safety, improved levels of services, and solutions to problems with deteriorating structures and roadways. A “no-action” alternative is also being studied.

For more information on the North I-25 Front Range EIS, go to the study’s Web site at www.i25northforty.com/eis/ or contact Public Outreach Manager Kim Podobnik at 303-689-0704.

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**NORTH I-25
FRONT RANGE
ENVIRONMENTAL IMPACT
STATEMENT**



Northern Colorado's Growing Need.

Public Open Houses

Tuesday, February 3, 2004

4-7 p.m., come anytime
Greeley Recreation Center
651 10th Avenue
Greeley

Thursday, February 5, 2004

4-7 p.m., come anytime
Southwest Weld County
Services Complex
4209 Weld County Rd 24 1/2
Del Camino

Tuesday, February 10, 2004

4-7 p.m., come anytime
Lincoln Center
417 West Magnolia
Fort Collins



The North I-25 Front Range Environmental Impact Statement invites you to a series of public open houses to help us plan for the future of transportation along I-25.

Open Space. Mild weather. Good schools.

Northern Colorado is a wonderful place. Planning for the future will help us preserve this character.

Anyone who has traveled I-25 through Northern Colorado has already experienced increasing congestion and decreasing safety. After 40 years, daily volumes of traffic on the highway now exceed what it was intended to serve. If no changes are made to the I-25 corridor, it is likely that travel times will double or even triple in the next couple of decades.

It's time to plan for a different future.

That's why the Colorado Department of Transportation, the Federal Highway Administration and the Federal Transit Administration are studying options to improve mobility by preparing an Environmental Impact Statement.

The EIS, a requirement of the National Environmental Policy Act, evaluates an area's social, economic and environmental characteristics. During the next three years, we'll be looking at ways to improve safety and mobility by building on alternatives developed in previous area transportation studies. The results of the EIS will identify the best alternatives for improving safety and mobility along I-25. The study will also evaluate the "no-action" alternative.

We can't complete the study without you.

Please attend one or more of our public open houses to share your thoughts on the future of transportation along this corridor. If you can't attend, submit your comments at our Web site and register there to receive regular project updates.

For more information on the study or open house schedules, or to arrange for special accommodations or translation services, visit www.i25northforty.com/eis/, or call 970.352.5455.

NORTH I-25
EIS



information. cooperation. transportation.



Imagine the possibilities.

The North I-25 Environmental Impact Statement (EIS) is studying future transportation improvements along the I-25 corridor from the Fort Collins/Wellington area to Denver. You are invited to a series of public open houses to help us plan for the future of transportation along I-25.

Many of you attended the previous round of open houses for the North I-25 EIS and gave us your opinions on the best solutions to the transportation challenges facing Northern Colorado.

We've taken your comments into consideration and are initiating the process of developing the list of possibilities so we can come up with the best alternative.

Now we need your help again. You are invited to the next series of open houses where you can help us ensure the alternatives we're developing are the best ones for the future of transportation in Northern Colorado.

If you haven't yet given your opinion, we extend a special invitation to do just that. This is the time to join the dialogue.

We look forward to hearing **your** ideas about the possibilities.

For more information on the study or open house schedules, or to arrange for special accommodations or translation services, visit www.cdof.info/northi25eis/, or call (970) 352-5455 or (303) 779-3384.

Public Open Houses

Tuesday, June 22, 2004

Open House: 4-7 p.m.
Project Presentation: 5:30 p.m.
Evans Recreation Center
Multipurpose Room
1100 37th Street
Evans

Thursday, June 24, 2004

Open House: 4-7 p.m.
Project Presentation: 5:30 p.m.
Loveland Museum/Gallery
Auditorium
503 North Lincoln Avenue
Loveland

Tuesday, June 29, 2004

Open House: 4-7 p.m.
Project Presentation: 5:30 p.m.
Margaret W. Carpenter
Recreation Center, Room A
11151 Colorado Boulevard
Thornton

Thursday, July 1, 2004

Open House: 4-7 p.m.
Project Presentation: 5:30 p.m.
Lincoln Center, Columbine
Room
417 West Magnolia
Fort Collins



NORTH I-25 EIS



information. cooperation. transportation.



Your community. Your travel. Your future. Your ideas?

Public Meetings

Tuesday, October 19, 2004

Presentation:

5:30 to 6:15 p.m.

Small Group Discussions:

6:15 to 8:30 p.m.

Commerce City Recreation Center

Multipurpose Room

6060 E. Parkway Dr.

Commerce City

Thursday, October 21, 2004

Presentation:

5:30 to 6:15 p.m.

Small Group Discussions:

6:15 to 8:30 p.m.

McKee Conference & Wellness Center

Friends Room

2000 Boise Ave.

Loveland

Tuesday, October 26, 2004

Presentation:

5:30 to 6:15 p.m.

Small Group Discussions:

6:15 to 8:30 p.m.

Lincoln Center, Columbine Room

417 W. Magnolia St.

Fort Collins

Thursday, October 28, 2004

Presentation:

5:30 to 6:15 p.m.

Small Group Discussions:

6:15 to 8:30 p.m.

Greeley Recreation Center, Room 101

651 10th Ave.

Greeley

The North I-25 Environmental Impact Statement (EIS) is studying future transportation improvements along the I-25 corridor from the Fort Collins/Wellington area to Denver. You're invited to a series of public meetings to help plan the future of transportation along I-25.

More than 1,500 comments have been received from residents of Northern Colorado since the North I-25 EIS began in January 2004. Those comments have helped shape a draft list of potential solutions for the region. You're invited to join us to learn about the transportation improvements under consideration and how they might successfully address congestion and safety concerns in the study area.

To fully understand the transportation alternatives currently under development, we ask that you plan to attend the entire meeting and participate in each of the small group discussions.

A presentation will outline the types of technologies and alternatives being considered. The project team will also share information about the criteria to be used in evaluating alternatives in Level Two Screening and outline the environmental data collection process. The small group discussions will provide you the opportunity to speak directly with those doing the research on how each technology or alternative can work to improve the movement of people and goods along the corridor. Topics for the small groups include:

- Commuter Rail and High Speed Rail
- Light Rail and Bus Rapid Transit
- Highway and Congestion Management
- Travel and Land Use Patterns

For more information on the study or public meetings, or to arrange for special accommodations or translation services, visit www.cdof.info/northi25eis/, or call (970) 352-5455 or (303) 779-3384.





Su comunidad. Su viaje. Su futuro. ¿Sus ideas?

Reuniones Públicas

Martes 19 de octubre del 2004

Vistazo:

5:30 to 6:15 p.m.

Discusión en grupos pequeños:

6:15 to 8:30 p.m.

Commerce City Recreation Center
Multipurpose Room
6060 E. Parkway Dr.
Commerce City

Jueves 21 de octubre del 2004

Vistazo:

5:30 to 6:15 p.m.

Discusión en grupos pequeños:

6:15 to 8:30 p.m.

McKee Conference & Wellness Center
Friends Room
2000 Boise Ave.
Loveland

Martes 26 de octubre del 2004

Vistazo:

5:30 to 6:15 p.m.

Discusión en grupos pequeños:

6:15 to 8:30 p.m.

Lincoln Center, Columbine Room
417 W. Magnolia St.
Fort Collins

Jueves 28 de octubre del 2004

Vistazo:

5:30 to 6:15 p.m.

Discusión en grupos pequeños:

6:15 to 8:30 p.m.

Greeley Recreation Center, Room 101
651 10th Ave.
Greeley

La Declaración de Impacto Ambiental (EIS, en inglés) de la I-25 Norte está estudiando futuras mejoras de transporte a lo largo del corredor de la I-25 norte desde el área de Fort Collins/Wellington hasta Denver. Lo invitamos a participar en una serie de reuniones públicas para que nos ayude a planificar el futuro del transporte a lo largo de la I-25.

Desde que comenzó el estudio EIS de la I-25 norte en enero del 2004, ya se han recibido más de 1.500 comentarios de los residentes del norte de Colorado. Estos comentarios han ayudado a redactar una lista inicial de las posibles soluciones para en la región. Lo invitamos a participar en las reuniones para aprender como mejorar el transporte y cómo las tecnologías podrían ayudar exitosamente para reducir la congestión y aumentar la seguridad en el área de estudio.

Para entender adecuadamente las alternativas de transporte que ahora se están desarrollando, le pedimos que haga planes para asistir a las reuniones y que participe en los pequeños grupos de intercambio de ideas.

El Vistazo incluirá un bosquejo de los distintos tipos de tecnologías y alternativas que se están considerando. El equipo del proyecto también compartirá la información sobre los criterios que se usarán para evaluar las alternativas en el segundo nivel de selección y sobre el bosquejo del proceso de compilación de datos sobre el medio ambiente. Los grupos de intercambio de ideas son la oportunidad que usted tiene para hablar directamente con aquellos que están estudiando cómo cada tecnología y cada alternativa funcionará para mejorar el movimiento de bienes y personas a lo largo del corredor. Los temas para estos grupos pequeños son:

- Tren de pasajeros de alta velocidad
- Transporte rápido de pasajeros por trenes y buses
- Regulación del congestionamiento en las carreteras
- Modelo de viaje y de uso de terrenos

Para más información sobre este estudio o sobre el calendario de reuniones públicas, o para solicitar arreglos especiales o servicios de traducción, visite www.cdof.info/nothi25eis/, o llame al (970) 352-5455 o al (303) 779-3384.



Which alternatives make the grade?

You're invited to look over our report card on alternatives for the North I-25 EIS.

The North I-25 Environmental Impact Statement (EIS) is studying future transportation improvements along the I-25 corridor from the Fort Collins/Wellington area to Denver.

In Level 1 screening, each alternative was judged by its suitability to the corridor, its typical costs and its potential effect on environmental resources. In Level 2, the evaluation criteria are more detailed: specific measures and travel analysis are being developed for each of the purpose and needs elements; costs are being developed; and an inventory of environmental resources and potential impacts is underway.

We invite you to come learn the results of our Level 2 screening. Just like in school, each alternative will receive a report card explaining how it compared in the evaluation process. Alternatives will be graded on travel times, congestion relief, preliminary cost estimates and environmental impacts. Recommendations on which alternatives will be carried forward into more detailed evaluation will be presented.

More important, we invite you to give us your thoughts and comments about the alternatives that are being recommended for further development and screening.

So please plan on joining us at one of our next public meetings to help plan the future of travel along I-25.

For more information on the study or the public meetings, visit www.cdot.info/northi25eis/ or call (970) 352-5455 or (303) 779-3384.

Public Meetings

Tuesday, June 14:

Open House: 4-7 p.m.;
Project Presentation 6 p.m.
Greeley Recreation Center
651 10th Ave., Greeley
Multipurpose Rooms 101 A, B, and C

Thursday, June 16:

Open House: 4-7 p.m.;
Project Presentation 6 p.m.
Fort Collins Lincoln Center
417 W. Magnolia, Ft. Collins
Canyon West/Columbine Rooms

Tuesday, June 21:

Open House: 4-7 p.m.;
Project Presentation 6 p.m.
Loveland Police & Courts Building
810 East 10th Street, Loveland
Conference Rooms North/South

Thursday, June 23:

Open House: 4-7 p.m.;
Project Presentation 6 p.m.
Longmont Radisson Hotel &
Conference Center
1850 Industry Circle, Longmont
Silverthorne Ballroom



Public Meetings

January 23

Fort Collins Aztlan Community Center
112 E. Willow St.
5:00 p.m. to 7:00 p.m.

January 24

Windsor Community Center
250 11th St.
11:00 a.m. to 1:00 p.m.

January 25

Frederick Town Hall
401 Locust St.
5:00 p.m. to 7:00 p.m.

January 26

Thornton City Hall
9500 Civic Center Dr.
6:00 p.m. to 8:00 p.m.

January 30

Gilcrest Valley High School
1001 Birch St.
6:00 p.m. to 8:00 p.m.

January 31

Mead Town Hall
441 Third St.
11:00 a.m. to 1:00 p.m.

February 1

Longmont Museum
400 Quail Rd.
6:00 p.m. to 8:00 p.m.

February 2

Loveland Public Library
300 N. Adams Ave.
7:00 a.m. to 9:00 a.m.

February 6

Greeley Recreation Center
651 10th Ave.
6:00 p.m. to 8:00 p.m.

February 7

Fort Collins Harmony Library
4616 S. Shields St.
11:00 a.m. to 1:00 p.m.

February 15

Southwest Weld County Building
4209 Weld County Rd. 24½
4:30 p.m. to 6:30 p.m.

February 16

Milliken Town Hall
1101 Broad St.
6:00 p.m. to 8:00 p.m.

Reaching Farther

More public meetings on the North I-25 EIS mean more chances for you to help decide the future of transportation in Northern Colorado.

If you've ever wondered what the future of transportation and transit in Northern Colorado might look like, here's your chance to find out. Even better, it's also your chance to shape that future.

The North I-25 Environmental Impact Statement (EIS) project team has just completed Level 3 of the EIS process. Eight alternative transportation packages were developed and evaluated, and now we're ready to show you the results. At the upcoming fifth round of public meetings, we will unveil the packages that performed best, and which we would like to move forward into the Draft Environmental Impact Statement (DEIS).

Before moving forward, we need your input. Please plan on attending one of the 12 scheduled public meetings to explore, discuss and learn about the future of transportation in Northern Colorado.

The North I-25 EIS study is one of Colorado's largest, spanning seven counties and more than 30 communities, extending from US 287 in the west to US 85 in the east.

For more information, visit www.cdof.info/northi25eis/ or call (970) 352-5455 or (303) 779-3384.

NORTH I-25
EIS 

information. cooperation. transportation.



Reuniones públicas

23 de enero

Fort Collins Aztlan Community Center
112 E. Willow St.
5:00 p.m. a 7:00 p.m.

24 de enero

Windsor Community Center
250 11th St.
11:00 a.m. a 1:00 p.m.

25 de enero

Frederick Town Hall
401 Locust St.
5:00 p.m. a 7:00 p.m.

26 de enero

Thornton City Hall
9500 Civic Center Dr.
6:00 p.m. a 8:00 p.m.

30 de enero

Gilcrest Valley High School
1001 Birch St.
6:00 p.m. a 8:00 p.m.

31 de enero

Mead Town Hall
441 Third St.
11:00 a.m. a 1:00 p.m.

1 de febrero

Longmont Museum
400 Quail Rd.
6:00 p.m. a 8:00 p.m.

2 de febrero

Loveland Public Library
300 N. Adams Ave.
7:00 a.m. a 9:00 a.m.

6 de febrero

Greeley Recreation Center
651 10th Ave.
6:00 p.m. a 8:00 p.m.

7 de febrero

Fort Collins Harmony Library
4616 S. Shields St.
11:00 a.m. a 1:00 p.m.

15 de febrero

Southwest Weld County Building
4209 Weld County Rd. 24½
4:30 p.m. a 6:30 p.m.

16 de febrero

Milliken Town Hall
1101 Broad St.
6:00 p.m. a 8:00 p.m.



Llegando aún más lejos

Más reuniones públicas del estudio EIS de la I-25 Norte significan más oportunidades para que usted nos ayude a decidir el futuro del transporte en el norte de Colorado.

Si usted alguna vez se preguntó cómo será en el futuro el transporte del norte de Colorado, incluyendo el transporte público, ahora tiene una oportunidad para saberlo. Aún más, ésta es su oportunidad para darle forma a ese futuro.

El equipo del proyecto de Declaración de Impacto Ambiental (EIS, en inglés) de la I-25 Norte ya completó el Nivel 3 del proceso EIS. Se desarrollaron y evaluaron ocho paquetes de alternativas de transporte, y ahora estamos listos para mostrarles los resultados. En la siguiente serie de reuniones públicas (la quinta), daremos a conocer los paquetes con el mejor desempeño, que quisiéremos incorporar en el Borrador de la Declaración de Impacto Ambiental (o DEIS, en inglés).

Pero, para hacerlo, antes necesitamos su opinión. Por favor, haga planes para asistir a una de las 12 reuniones públicas para explorar, debatir y aprender sobre el futuro del transporte en el norte de Colorado.

El estudio EIS de la I-25 Norte es el mayor de su clase en Colorado, ya que abarca siete condados y más de 30 comunidades, desde la US 287 al oeste hasta la US 85 al este.

Para más información, visite www.cdof.info/northi25eis/ o llame al (970) 352-5455 o al (303) 779-3384.

Pregunte por Kim Podobnik (habla español).

NORTH I-25
EIS



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NORTH I-25
EIS



information. cooperation. transportation.



Su comunidad. Su viaje. Sus opiniones.

Venga a ver el alineamiento revisado del tren de pasajeros.

El equipo del proyecto de la Declaración de Impacto Ambiental (EIS, en inglés) del la I-25 Norte ha tenido en cuenta los comentarios recibidos con respecto a las alternativas para el tren interurbano de pasajeros del estudio de la I-25 Norte. Por eso, el alineamiento del tren de pasajeros en el Paquete A de la versión inicial del EIS se ha extendido para incluir a las comunidades del sur del Condado Weld, potencialmente eliminando así la necesidad de viajar primero a Boulder para ir a Denver. El nuevo alineamiento será evaluado en la versión inicial del EIS y queremos sus comentarios.

El alineamiento revisado del tren de pasajeros que se evaluará:

- Conectaría los pasajeros con las líneas de FasTracks en Longmont y Thornton.
- Reduciría el tiempo de viaje a Denver.

¡Comparta su opinión!

- ¿Tuvimos en cuenta las cosas correctas?
- ¿Hay otra información que deberíamos considerar porque afecta esta nueva conexión?

El estudio EIS de la I-25 Norte está estudiando las mejoras futuras en el transporte a lo largo del corredor desde Fort Collins/Wellington y hasta Denver, y desde la U.S. 287 al oeste hasta la U.S. 85 al este.

Para más información sobre este estudio o sobre las reuniones públicas, o para solicitar arreglos especiales o servicios de traducción, visitar www.cdof.info/northi25eis/ o llamar al (970) 352-5455 o al (303) 779-3384.

Public Meetings

Monday, November 13, 2006

Open house: 6-8 p.m.

Northglenn Recreation Center

11801 Community Center Drive

Northglenn

Wednesday, November 15, 2006

Open house: 6-8 p.m.

Southwest Weld County Complex

4209 Weld County Road 24 ½

Longmont



NORTH I-25
EIS



information. cooperation. transportation.



Your community. Your travel. Your opinions.

Come see the revised commuter rail alignment.

The North I-25 Environmental Impact Statement (EIS) project team has considered your input in regards to the commuter rail alternatives as it pertains to the North I-25 EIS. As a result, the commuter rail alignment in Package A of the Draft EIS has been extended to include the communities in Southwest Weld County and to potentially eliminate the need to travel through Boulder while heading to Denver. The new alignment will be evaluated in the Draft EIS and we want your comments.

The revised commuter rail alignment to be evaluated would:

- Connect passengers to FasTracks rail lines at both Longmont and Thornton
- Reduce commuter rail travel time to Denver

Give us your opinions!

- Did we consider the right things?
- Is there information we should know that could affect the new connection?

The North I-25 EIS is studying future transportation improvements along the I-25 corridor from the Fort Collins/Wellington area to Denver, extending from U.S. 287 in the west to U.S. 85 in the east.

For more information on the study or public meetings, or to arrange for special accommodations or translation services, visit www.cdot.info/northi25eis/ or call (970) 352-5455 or (303) 779-3384.

Public Meetings

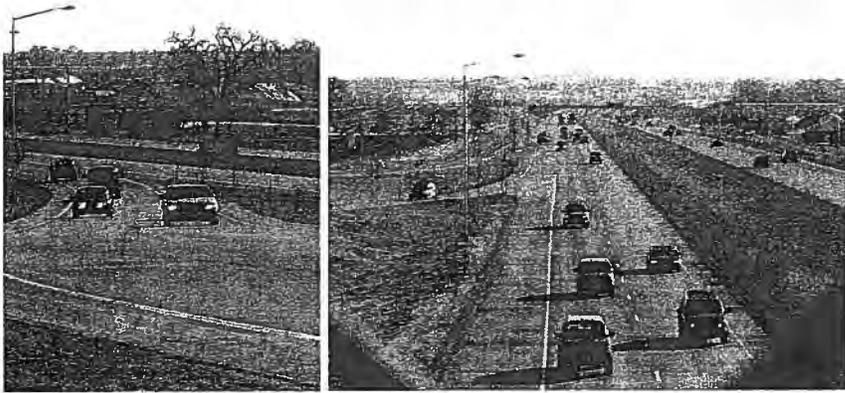
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4209 Weld County Road 24 ½
Longmont





**NORTH I-25
FRONT RANGE
ENVIRONMENTAL IMPACT
STATEMENT**

Northern Colorado's Growing Need.

Anyone who has traveled I-25 through Northern Colorado has already experienced increasing congestion and decreasing safety. After 40 years, daily volumes of traffic on the highway now exceed what it was intended to serve. If no changes are made to the I-25 corridor, it is likely that travel times will double or even triple in the next couple of decades.

It's time to plan for a different future.



North Link

A SCOPING DOCUMENT INTRODUCING
THE NORTH I-25 ENVIRONMENTAL IMPACT STATEMENT.

What's Inside

Have a Voice

Help shape the goals.

2

We Need Your Help

Your input is critical for us to learn how communities in Northern Colorado envision the future of transportation.

2

Choices for the Future

Environmental Impact Statements take a comprehensive look at many issues before submitting a recommendation. Learn about the process behind this EIS and the subjects under study.

2

Contact Us

Find out how to make your voice heard.

3

Where and What

A map of the area we are proposing to study.

3

Project Timeline

A look at the various stages and phases of this EIS.

3

The Story of the North Forty

Brief review of the proposed study area and previous transportation studies.

4

A Growing Need

Good schools.

Mild weather.

Open space.

Regional Connections.

Northern Colorado is a wonderful place. Planning for the future will help us preserve this character.

Anyone who has traveled I-25 through Northern Colorado has already experienced increasing congestion and a growing concern for safety. After 40 years, daily volumes of traffic on the highway now exceed what it was intended to serve. If no changes are made to the I-25 corridor, it is likely that travel times will double or even triple in the next couple of decades.

That's why the Colorado Department of Transportation, the Federal Highway



Administration and the Federal Transit Administration are studying options to improve mobility for local commuters as well as those traveling between neighboring states and throughout the region. The next step, and one of the most critically needed toward addressing the future transportation needs of the region, is underway: the North I-25 Environmental Impact Statement.

During the next three years, we'll look at ways to improve safety and mobility, including those alternatives developed in previous area transportation feasibility and investment studies. And, we'll make a recommendation that best serves travelers in Northern Colorado and throughout the region.

Have a Voice

Ensuring the success of the North I-25 EIS requires a full and complete record of public comments and feedback throughout the process. This feedback will help shape the options and alternatives considered by the study. It will be available for reference when decisions are made about future projects. Your input will help ensure that the best possible transportation improvements are made, and that they meet the challenges faced by travelers in and through Northern Colorado now and in the future.

We are committed to providing opportunity for frequent and meaningful public input at every step of the process. We resolve to foster open lines of communication, develop mutually beneficial relationships, and act in a responsive manner to all groups and individuals interested in this process.

Members of the public outreach team will accept comments and feedback through the following means:

- Submissions to our Web site located at www.cdor.info/northi25eis/
- Public meetings
- Letters
- Comments made at small group presentations (i.e., service clubs, environmental organizations, neighborhood associations, civic organizations, etc.)
- Displays/exhibits in public locations
- Booths at public events
- Other events/opportunities to be determined

We Need Your Help

One of the most important elements of an EIS process is drafting the Purpose and Need Statement. This statement outlines why the study is necessary and what transportation issues currently exist in the area. The definition of purpose and need is crucial to the subsequent development of project goals and then the development of possible transportation options to address those needs and goals. Your comments are crucial.

Choices for the Future

For major transportation projects, the National Environmental Policy Act requires that a range of alternatives be considered and that their environmental impacts be analyzed. This type of study is required prior to the commitment of federal funds to any major project, or prior to any action taken by a federal agency that might cause a significant impact on the environment.

The North I-25 EIS is led by two federal agencies, the Federal Highway Administration and the Federal Transit Administration, in partnership with CDOT. Basic steps in this process include:

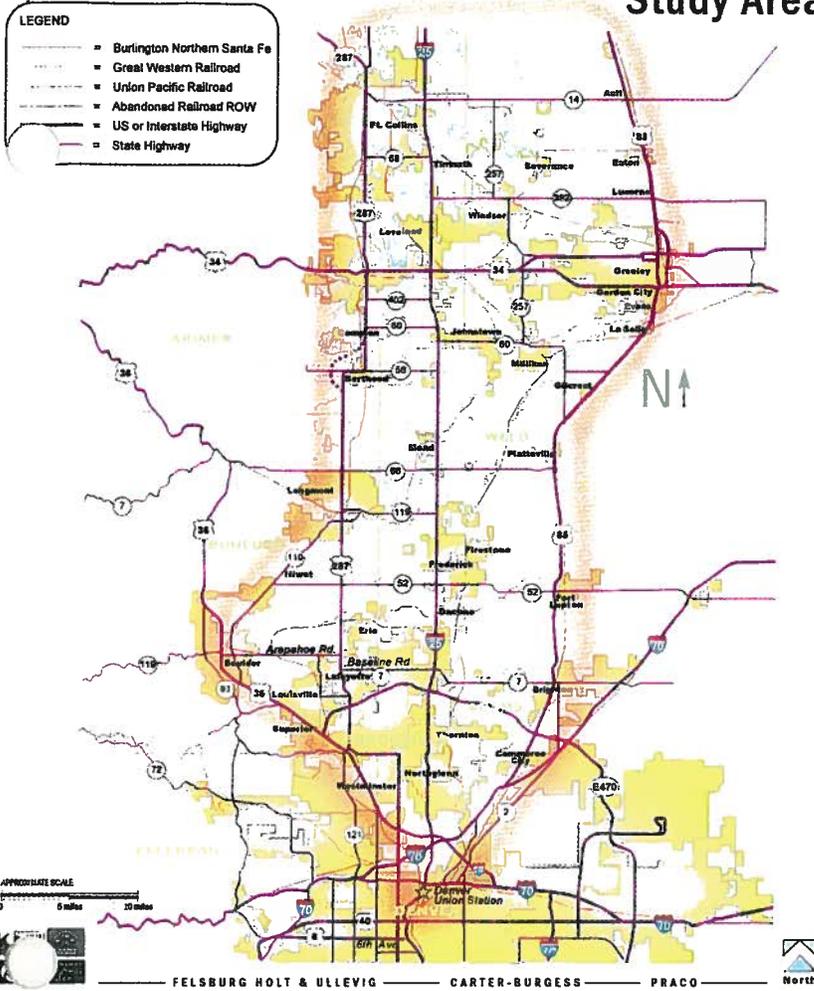
- Scoping:** A public process to help define the purpose and need for the proposed action or project and to identify environmental issues that need to be studied.
- Data Collection:** Collecting transportation, environmental and land use data. This step will also include developing a tool for predicting future (year 2030) travel.
- Development of Alternatives:** Identifying a wide range of highway, transit and other types of alternatives, then narrowing these to the reasonable range of alternatives for detailed study. This will include the "no-action" alternative.
- Analysis of Alternatives:** Transportation, social, economic and environmental impacts of a range of alternatives are studied in detail, and comparisons are made.
- Preparation of a Draft Environmental Impact Statement:** A printed report for public review and comment is prepared documenting the need for the project, describing alternative courses of action, analyzing likely impacts from each alternative, and describing any steps to be taken to avoid impacts or minimize harm to the environment.
- Public and Agency Review of the DEIS.**
- Preparation of a Final Environmental Impact Statement:** Documents the preferred alternative and provides response to comments that were made on the DEIS. This will be followed by a Record of Decision (ROD).
- Record of Decision:** Documents the decision and commits to mitigation of impacts by the lead federal agencies

The DEIS will evaluate the impacts of various actions to the following resources and cultural features:

- Land use
- Relocation/right of way
- Noise
- Air quality
- Floodplains
- Water quality/water resources
- Wildlife and fisheries
- Wetlands
- Threatened or endangered species
- Pedestrian and bicycle facilities
- Recreation
- Economics
- Social, economic and environmental impacts to low income or minority populations
- Public safety and security
- Farmlands
- Hazardous materials
- Archaeological properties
- Historic properties
- Paleontological resources
- Visual quality
- Energy
- Parks, historic properties and wildlife refuges.

The analysis of direct impacts will include those associated with construction processes and operations. Not only will the direct impacts of various actions be studied, but also cumulative and indirect impacts and effects.

Study Area



Contact Us

North I-25 EIS Project Office

Phone: (970) 352-5455
 Web site: www.cdof.info/northi25eis/
 Mail: CDOT Engineering Office
 2207 E. Highway 402
 Loveland, CO 80537

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 Deputy Project Manager;
Kim Podobnik, APR,
 Public Involvement Manager

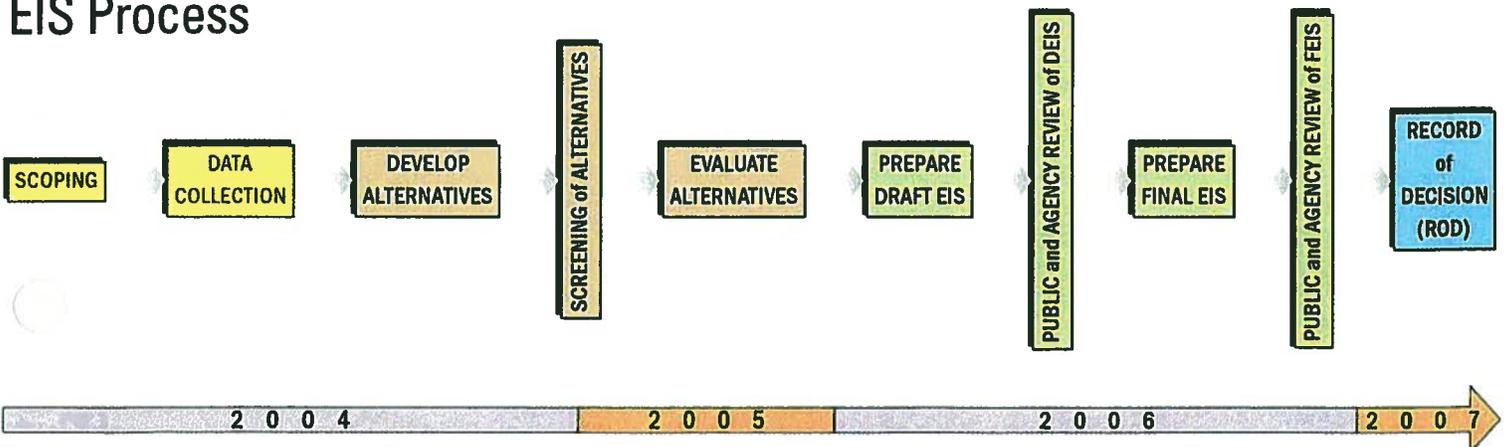
Where and What

The goal of the study is to evaluate alternatives to improve mobility for residents and commuters as they travel around Northern Colorado, to and from the Denver metropolitan area, and between neighboring states. It will also look at how people and goods travel through this area on their way to and from locations throughout the nation.

Alternatives under consideration include:

1. Taking no action;
2. Improvements to the existing highway network, particularly I-25 but perhaps also US 85 and US 287;
3. Transit options, including bus and rail technologies; and
4. Constructing a highway on a new location.

EIS Process





The Story of the North Forty

As the primary route between Northern Colorado and the Denver metropolitan area, the I-25 corridor has experienced considerable growth over the years. People are increasingly aware that demands on the existing transportation system are exceeding its ability to serve travelers efficiently. Along with increased traffic volume on I-25 and parallel roadways has come an increase in accidents, resulting in a need to plan for transportation improvements within the corridor.

In 1993, CDOT initiated an "Environmental Assessment" for improvements to enhance the capacity and safety of I-25 between State Highway 7 and State Highway 66. The study was followed by a "Finding of No Significant Impact" in 1995 that enabled CDOT to proceed with a series of construction projects that are still ongoing. The current construction activities between State Highway 7 and Weld County Road 16 were addressed in these previous studies. Also addressed were the right-of-way acquisitions and utility relocations currently underway between Weld County Road 16 and State Highway 66. These are being done in anticipation of future construction.

In the late 1990s, CDOT, in conjunction with regional planning groups (North Front Range Transportation and Air Quality Planning Council, Upper Front Range Regional Planning Commission, and Denver Regional Council of Governments), undertook the North Front Range Transportation Alternatives Feasibility Study which included a study area from Denver to Fort Collins. It evaluated an extensive range of alternative highway improvements, transit alternatives including passenger rail, and travel demand management programs. This study, published in March 2000, produced a Vision Plan that included an inter-regional bus service, combination general purpose/high occupancy vehicle lanes, and passenger rail service.

More recently, a number of studies have been conducted to establish planning guidelines for growth in segments of this corridor, addressing both land use and transportation issues.

The initiation of the North I-25 EIS represents the next step in evaluating and planning for improvements in this corridor.





NorthLink

THE NORTH I-25 ENVIRONMENTAL IMPACT STATEMENT – STUDYING
FUTURE TRANSPORTATION IMPROVEMENTS ALONG THE I-25 CORRIDOR
FROM THE FORT COLLINS/WELLINGTON AREA TO DENVER.

What's Inside

Purpose and Need

An important element of an EIS, The Purpose and Need frames the scope of the study 1

Boiling it Down

The process involved in selecting the best options 2

We Hear You

A brief summary of comments received so far 2

We'll Come to You

Our speaker's bureau is ready to meet with your group. Find out what we have to offer 3

Contact Us

Find out how to make your voice heard 3

Imagine the Possibilities

Dates and locations for the next round of public open houses 4

Purpose and Need

A critical part of framing the issues under study for the North I-25 EIS is developing a Purpose and Need statement. Purpose and Need identifies the needs and frames the search for solutions to address those needs. It is used as a benchmark to screen possible transportation alternatives.

It is vitally important that a Purpose and Need statement accurately describe the challenges related to the transportation system in the region. It ensures that the issues and current conditions identified in the study area are fully addressed by the alternatives selected during the EIS process.



A draft Purpose and Need statement has been developed for the North I-25 EIS. The Purpose and Need for the action currently states the following:

Project Purpose

The purpose of the project is to improve mobility of persons, goods, services and information between the Denver metropolitan area and population centers along the I-25 corridor north to the Fort Collins/Wellington area.



continued on page 3

Boiling it Down – Alternatives Development and Screening

We Hear You

At deadline for printing this newsletter, the North I-25 EIS Project Team has collected nearly 1,000 comments from the public. These comments have been collected at our first round of open houses in February 2004, through our Web site, via phone, e-mail and standard mail, as well as comments voiced during our recent meetings with small groups such as chambers of commerce, Rotaries and Lion's Clubs.

Including a rail component as the preferred alternative is popular in Fort Collins, while those who submitted comments from the Greeley area tend to indicate their preference for improvements to be made on US 85 to help alleviate congestion on I-25. Some people across the study area indicated they would prefer an alternative that includes a rail component and/or expands the local bus service.

It is critical to note that public comment, while important, is part of a larger process that is considered in determining the preferred alternative. In this situation, each comment is not considered a vote, but an indicator of which alternatives the public is likely to support.

Lastly, we want to remind you that we will accept public comment throughout the entire EIS process and look forward to hearing your thoughts on what alternatives you support. You can let your voice be heard by participating in our open house meetings in late-June and early-July, visiting our Web site to contribute electronically, sending us a letter or reaching us by phone.

The alternatives development and screening process starts with a broad range of alternatives and conducts increasingly detailed evaluations of the alternatives to refine and narrow the list of alternatives to a preferred option that best addresses the issues identified in the Purpose and Need.

The initial list of alternatives will encompass a broad range of potential transportation improvements throughout the project study area. Potential improvements include but are not limited to passenger rail, highway widening, bus transit, and congestion management measures. In addition, a "no action" alternative will be included. The "no action" alternative will include improvements that have not yet been built, but for which funding identified over the next three to five years. This is the baseline to which all other potential improvements will be compared.

The three steps of the screening process will be:

Level 1) Initial Screening – The initial list of potential transportation improvement alternatives will be qualitatively assessed to identify "fatal flaws." Critical concerns will include non-responsiveness to the project's Purpose and Need, likelihood for irresolvable environmental impacts, and excessive complexity or cost.

Level 2) Comparative Screening – Alternatives that are advanced from the initial screening will be further developed for comparison on a more quantitative level. At this level, screening criteria will include more quantifiable measures of mobility, safety, environmental impacts, costs and other implementation issues.

Level 3) Detailed Screening – At this level the remaining alternatives (probably packages of improvements) will be refined in greater detail and will be assessed with a larger number of criteria.

The final evaluation will identify a preferred alternative that will be recommended as part of the Draft Environmental Impact Statement.



Purpose and Need *(continued from cover)*



Need for Action

The need for transportation improvements along the corridor can be summarized as follows:

Safety Concerns

The number and severity of accidents along the I-25 corridor have increased over the last decade.

Several segments of I-25 experience more accidents than would be expected when compared to comparable facilities.

Capacity Needs

Portions of the I-25 corridor are currently experiencing congestion.

Even with the improvements currently committed, the capacity of the I-25 corridor will be inadequate to meet the needs of future traffic projections.

Aging Infrastructure

Many bridges and drainage structures in the North I-25 corridor are approaching the end of their life expectancy.

Segments of pavement on I-25 are reaching the end of their life expectancy, and surface conditions are deteriorating rapidly.

Several major drainage structures do not provide the hydraulic capacity required by current design criteria.

Modal Alternatives and Interrelationships

Optional travel modes for trips between Northern Colorado to Denver are limited.

Demand for the movement of goods in the region is increasing.

Economic Growth Demands

Continued growth pressures are causing potential right of way along the I-25 corridor to increase dramatically in cost.

Access to existing and planned activity centers along the I-25 corridor is limited.

To view the entire document, including details related to the points above, please log on to our Web site at www.cdot.info/northi25eis/ to download a copy.

As always, we're looking for comments from the public to help us make the best recommendation to address the future transportation needs of Northern Colorado. Comments can be submitted through the above Web site.

We'll Come to You

Are you a member of a group, such as a chamber of commerce or Rotary who feels your friends and colleagues would enjoy learning more about the North I-25 EIS? If so, call the project office at (970) 352-5455 or (303) 779-3384 to set up a time for us to make a presentation, answer your questions and record your feedback. Morning, noon or night, we really look forward to meeting with your group.

Contact Us

North I-25 EIS Project Office

Phone: (970) 352-5455

(303) 779-3384

Web site: www.cdot.info/northi25eis/

Mail: CDOT Engineering Office

2207 E. Highway 402

Loveland, CO 80537

Project Team

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CDOT Project Manager;

Tom Anzia, P.E.,

Project Manager;

Gina McAfee, AICP,

Deputy Project Manager;

Kim Podobnik, APR,

Public Involvement Manager



Imagine the Possibilities

Many of you attended the previous round of open houses for the North I-25 EIS and gave us your opinions on the best solutions to the transportation challenges facing Northern Colorado.

Now we need your help again. You are invited to the next series of open houses where you can help us ensure the alternatives we're developing are the best ones for your community.

If you haven't yet given your opinion, we extend a special invitation to do just that. This is the time to join the dialogue.

Tuesday, June 22

Open house: 4– 7 p.m.
Project Presentation: 5:30 p.m.
Evans Recreation Center
Multipurpose Room
1100 37th St.
Evans

Thursday, June 24

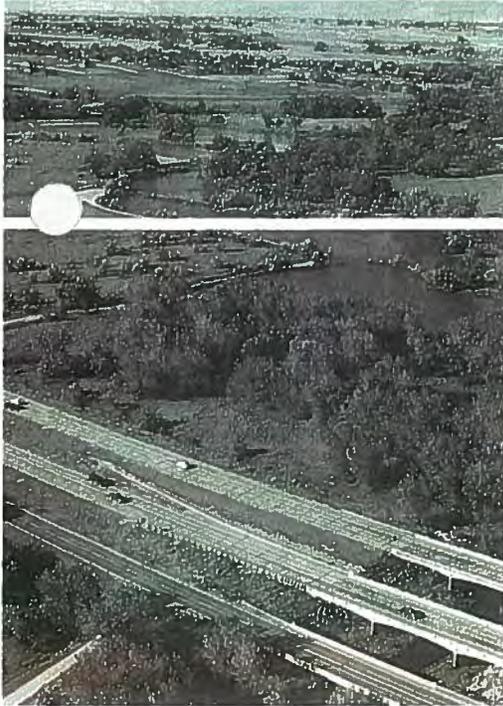
Open house: 4– 7 p.m.
Project Presentation: 5:30 p.m.
Loveland Museum/Gallery
Auditorium
503 N. Lincoln Ave.
Loveland

Tuesday, June 29

Open house: 4– 7 p.m.
Project Presentation: 5:30 p.m.
Margaret W. Carpenter
Recreation Center
Room A
11151 Colorado Blvd.
Thornton

Thursday, July 1

Open house: 4– 7 p.m.
Project Presentation: 5:30 p.m.
Lincoln Center
Columbine Room
417 W. Magnolia
Fort Collins



North Link

THE NORTH I-25 ENVIRONMENTAL IMPACT STATEMENT – STUDYING FUTURE TRANSPORTATION IMPROVEMENTS ALONG THE I-25 CORRIDOR FROM THE FORT COLLINS/WELLINGTON AREA TO DENVER.

What's Inside.

Alternatives in Level Two:

alternatives move forward for further development in Level Two Screening

1

Stand Alone vs. Complementary:

Some potential alternatives can meet the identified Purpose and Need while others play a supporting role

2

No-Action:

No-Action doesn't mean no action

2

Here We Are:

An update on progress of the EIS

3

The Environment and the EIS:

Learn about the approaches to collecting data about environmental impacts

3

Your Community. Your Travel.

Your Future. Your Ideas?:

Join us at the public meetings in October to see the latest in alternatives development

4

Alternatives in Level Two

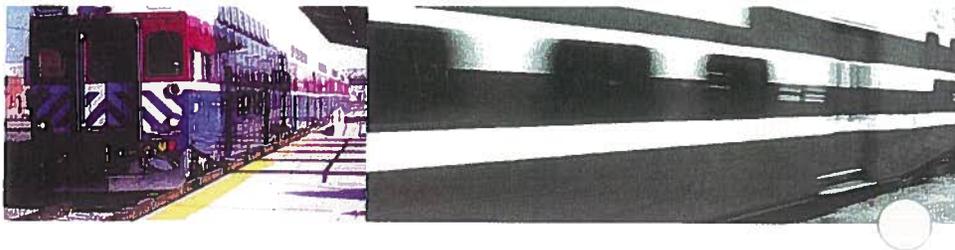
The North I-25 EIS is moving into the Level Two Screening process. A comprehensive list of alternatives was developed during the first phase of the project, called Scoping. Level One Screening looked at how well these alternatives met the Purpose and Need Statement for the project, if they impact the environment in a manner that could not be avoided or mitigated, and if they were practicable in terms of cost, technology and logistics. The Level One Screening process identified some alternatives that were not recommended for further development. Examples of those alternatives included restriping the highway to create additional, narrower lanes on existing pavement and the elimination of super high speed rail, MagLev, monorail and heavy rail (subway) technologies from consideration.



Level Two Screening will take a closer look at how well the remaining alternatives will help relieve congestion and improve safety along the I-25 corridor between Denver and the Fort Collins/Wellington area. Level Two has been identified as Comparative Screening and will consist of a combination of qualitative and quantitative analyses. If an alternative would perform the same or at a similar level of transportation service and improvement but is much more complex, the more complex alternative may be set aside from further consideration while maintaining a reasonable range of alternatives.

There are 36 alternatives that will be developed further in Level Two Screening.

continued on page 2



Alternatives in Level Two

continued from page 1

They include the No-Action alternative which is required by the National Environmental Policy Act and is used as a baseline against which the other alternatives are evaluated. See the article on this page for further information about No-Action. Congestion management measures include four options: travel demand management, intelligent transportation systems, transportation systems management, and bike and pedestrian facilities.

Of the 13 highway alternatives identified during the scoping process, 12 will be carried forward for additional evaluation in Level Two Screening. Alternatives in the highway category include replacing or upgrading interchanges, improvements to local roads in an effort to move traffic off I-25, adding lanes to existing roads, and toll and high occupancy lanes among others.

Of the original 31 proposed, 20 transit alternatives will move forward to Level Two Screening. These include traditional bus, bus rapid transit, and a number of passenger rail options. Those passenger rail options could include service along existing highway corridors including I-25, US 85, or US 287. The EIS will consider using existing freight rail corridors as well as the possibility of new alignments. Commuter rail, light rail and high-speed rail are technologies that will be evaluated during Level Two Screening.

Additional information about the alternatives moving forward to Level Two Screening, including potential alignments for highway or rail alternatives, will be available at the public meetings in October 2004. Times and locations for the public meetings are included on page 4 of this edition of NorthLink. The project management team is also available for group presentations. To schedule a presentation, call (970) 352-5455 or (303) 779-3384, or visit our project Web site at www.cdot.info/northi25eis/.

Stand Alone vs. Complementary

During the EIS process, alternatives are labeled as either **stand alone** or **complementary** based on their ability to resolve the issues outlined in the statement of Purpose and Need. An alternative would be considered stand-alone if it would primarily serve the need. In other words, if just that one alternative were built the average person would think it provided an acceptable solution. Complementary alternatives are used to improve the functionality of a stand alone alternative. For example, a passenger rail system might be considered as a stand-alone alternative with a local bus system that takes passengers to their final destinations as complementary.

It's important to point out that there are some stand-alone alternatives that would not function correctly without complementary alternatives in place. An additional lane of highway might primarily serve the Purpose and Need but couldn't be done without the complementary alternative of improved interchanges. Because of this, alternatives are often packaged together to provide a comprehensive

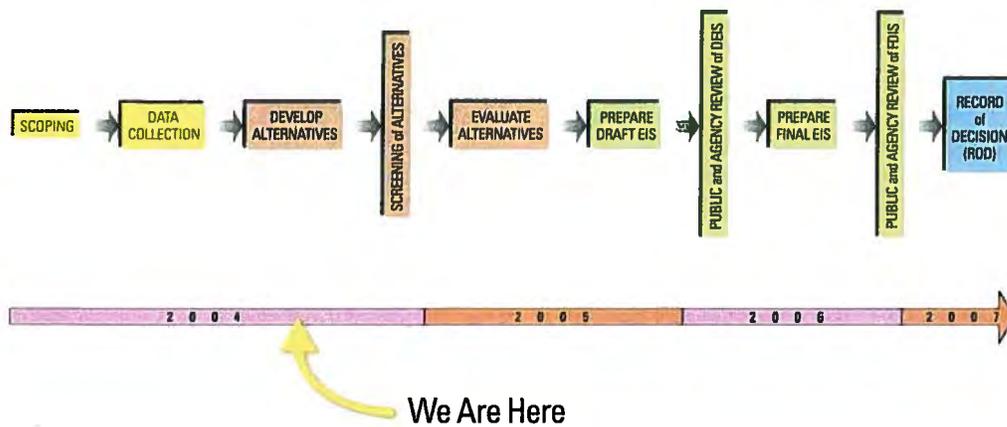
solution. Packaging allows for detailed analysis of fewer, better alternatives. Packaging generally occurs closer to the end of the EIS project. Watch future editions of *NorthLink* for information about the need for packaging in the North I-25 EIS.



No-Action

The No-Action alternative is required by the National Environmental Policy Act and is used as a baseline against which the other alternatives are evaluated. The purpose is to determine what effect on level of service future improvements would have as compared to making no improvements beyond those already committed. No-Action consists of existing roadway and transit facilities, committed capacity improvement projects that have identified funding, and committed capacity projects that have a dedicated source of funds such as bonds or money from the 7th Pot.

No-Action does not mean that no projects will be completed as the EIS process moves forward. CDOT continues to make safety improvements along I-25 as they are identified. For example, a cable median barrier is currently being installed in the median of I-25 between SH 7 and Fort Collins. This project will be completed by the end of 2004. There is also a widening project in place between SH 7 and SH 66 that includes the modification of interchanges, overpasses, and frontage roads. The section of I-25 from SH 7 to Weld County Road 16 is expected to be completed in the fall of 2004. Final design is complete for the section from Weld County Road 16 to SH 119 and preliminary design is complete for the section from SH 119 to SH 66. These improvements will be included in the No-Action alternative.



The Environment and the EIS: An outline of environmental data collection

It goes without saying that one of the most important goals of an Environmental Impact Statement is to determine the impact that potential alternatives will have on the environment. The environment is broadly defined as natural and cultural resource areas that include both physical and cultural elements. These resource areas are required by the National Environmental Policy Act that governs the preparation of an EIS.

There are several sources and approaches for the identification and collection of the data in the resource areas for the North I-25 EIS. These include:

- Data will be collected per guidelines specifically established by federal governmental policies and procedures – for example: wetlands, threatened and endangered species and parks.
- Data is available and will be collected from state and regional resource agencies – for example: information about wildlife will come from the Colorado Division of Wildlife, historic/cultural data from the State Historic Preservation Officer and water quality data is collected from the Colorado Department of Public Health & Environment.
- Local jurisdictions and agencies can provide data related to land use, parks and recreation, bike and pedestrian facilities, and traffic data.
- Data is collected during in-the-field reconnaissance or from specific expressions of interest by the public identified during project scoping – for example: noise, vistas and neighborhoods.

All data collected is further field-checked to verify its accuracy and relevance to the project. The data being collected at this stage of the process is general and broad in level of detail because of the size of the study area. More detailed data will be collected during the spring and summer of 2005. The collected data will be used in the subsequent development and screening of transportation alternatives in the North I-25 study area.

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Project Manager;

Gina McAfee, AICP,

Deputy Project Manager;

Kim Podobnik, APR,

Public Involvement Manager



Your Community. Your Travel. Your Future. Your Ideas?

More than 1,500 comments have been received from residents of Northern Colorado and those who travel the I-25 corridor since the North I-25 EIS began in January 2004. Those comments have helped shape a draft list of potential solutions to improving transportation in the region. You're invited to join us to learn about the transportation improvements under consideration and how they might successfully address congestion and safety concerns in the study area.

A presentation will outline the types of technologies and alternatives being considered. The project team will also share information about the criteria to be used in evaluating alternatives in Level Two Screening and outline the environmental data collection process. The small group discussions will provide you the opportunity to speak directly with those doing the research on how each technology or alternative can work to improve the movement of people and goods along the corridor. To fully understand the transportation alternatives currently under development, we ask that you plan to attend the entire meeting and participate in each of the small group discussions. Topics for the small groups include:

- Commuter Rail and High Speed Rail
- Light Rail and Bus Rapid Transit
- Highway and Congestion Management
- Travel and Land Use Patterns

Public Meetings

Tuesday, October 19, 2004

Presentation: 5:30 – 6:15 p.m.
Small Group Discussions: 6:15 – 8:30 p.m.
Commerce City Recreation Center
Multipurpose Room
6060 E. Parkway Dr. ■ Commerce City

Thursday, October 21, 2004

Presentation: 5:30 – 6:15 p.m.
Small Group Discussions: 6:15 – 8:30 p.m.
McKee Conference & Wellness Center
Friends Room
2000 Boise Ave. ■ Loveland

Tuesday, October 26, 2004

Presentation: 5:30 – 6:15 p.m.
Small Group Discussions: 6:15 – 8:30 p.m.
Lincoln Center, Columbine Room
417 W. Magnolia St. ■ Fort Collins

Thursday, October 28, 2004

Presentation: 5:30 – 6:15 p.m.
Small Group Discussions: 6:15 – 8:30 p.m.
Greeley Recreation Center, Room 101
651 10th Ave. ■ Greeley

For more information on the study or public meetings, or to arrange for special accommodations or translation services, visit www.cdof.info/northi25eis/, or call (970) 352-5455 or (303) 779-3384.

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THE NORTH I-25 ENVIRONMENTAL IMPACT STATEMENT – STUDYING FUTURE TRANSPORTATION IMPROVEMENTS ALONG THE I-25 CORRIDOR FROM THE FORT COLLINS/WELLINGTON AREA TO DENVER.

Household Survey Results

Anyone who has traveled I-25 through Northern Colorado has already experienced increasing congestion and a growing concern for safety. That's why the Federal Highway Administration, the Federal Transit Administration and the Colorado Department of Transportation are studying options to improve mobility for local commuters as well as those traveling between neighboring states and throughout the region. This study, called the North I-25 Environmental Impact Statement (EIS), will address the future transportation needs of the region.

One of the methods used to determine future transportation needs for the region is called travel demand modeling – see page 2 for additional information about modeling. Most of what we needed to know to effectively estimate future travel patterns was readily available

through census data, including information about the trips people make to and from work. However, we have heard from a significant number of people that they travel I-25 between Northern Colorado and Denver for many other reasons, such as entertainment, shopping, and to get to and from Denver International Airport. To gain a better understanding of these trips, the North I-25 EIS project team contracted with National Research Center, Inc. to conduct a household travel survey.

The following table reports the number of times, on an annual basis, people travel from Northern Colorado to Denver on a weekday or weekend to participate in the types of activities identified. For example, Jane Smith travels on a weekday from Northern Colorado to Denver to shop three times a year.

Purpose for travelling to Denver	Weekday trips per year	Weekend trips per year
Sporting Events	1.7	1.6
Cultural and Special Events or Attractions	1.8	2.1
Social or Recreation Trips	6.0	4.0
Shopping or Personal Business	3.0	2.0
Work or School Commute	10.0	N/A
Work-related Trips	6.0	N/A
Travel to DIA	2.7	5.6

What's Inside?

Household Survey Results

1
Preliminary results of a household survey completed this spring

Studying Future Travel

2-3
Try your hand at an exercise that demonstrates how travel demand forecasting helps plan for the future

Report Card

2-3
Our method of clearly and easily sharing the latest results of alternatives evaluation

Which alternatives make the grade?

4
Information about public meetings in June





Survey Results *(continued from page 1)*

One other interesting point: approximately 46 percent of travelers said they regularly avoid traveling on I-25. The top reasons given include too much congestion, a sense of not feeling safe, and that it takes longer than other routes.

Additional findings along with information about the methodology used to conduct the survey will be available at the public meetings in June. Please see page 4 for public meeting dates and locations.

Studying Future Travel



A key basis for evaluation of the transportation alternatives is future travel estimates. A computerized model has been developed that simulates multimodal (roadway and transit) travel on the transportation system. Future alternative transportation system scenarios are coded into the model, along with estimates of future population and employment, obtained from the North Front Range Metropolitan Planning Organization (NFRMPO) and the Denver Regional Council of Governments (DRCOG). The North I-25 EIS travel forecast model turns the future population and employment into trips of different kinds – work trips, shopping trips, etc. The model results include estimates of traffic volumes on roads and transit patronage on bus and potential rail lines. The modeling process helps us understand the alternatives, in terms of their effectiveness to serve the future population and their impacts on the environment.

Report Card

Evaluation of alternatives involves collecting and analyzing detailed information related to the categories of purpose and need, practicability and environment. As a way to clearly and easily share the results of this effort, we are developing report cards for each of the alternatives. The report cards will reflect the grades including S, NI and U (Satisfactory, Needs Improvement or Unsatisfactory), and will include our preliminary recommendations for which alternatives should advance for additional evaluation. The completed report cards will be presented at the public meetings in June. Here is an example of what the report card will look like, as well as an explanation of the grading system used.

Alternatives will be given a grade of S, NI or U according to how well they address the subject areas as they are described above. Here is how the grades are assigned.

Satisfactory: An alternative will receive a “satisfactory” grade if it addresses the criteria identified for the subject. These would be considered stand-alone alternatives, meaning the

alternatives could be a primary component of an acceptable transportation solution. For example, a highway alternative will receive a “satisfactory” grade for Purpose and Need if it provides sufficient capacity to comfortably serve future traffic volumes in a safe manner. Under Environment a “satisfactory” grade will be given to alternatives that will not be likely to have a significant impact on the environment.

Needs Improvement: Alternatives that receive this grade may not fully meet the criteria but if modified, or combined with other improvements, may justify further consideration. These alternatives are considered complementary, meaning they are used to improve the functionality of a stand-alone alternative.

Unsatisfactory: If an alternative is identified as being too costly, doesn’t serve a significant number of travelers, or has the potential to significantly affect the environment it would be given an “unsatisfactory” grade. An unsatisfactory grade will result in an alternative not being recommended for further evaluation.



What is a Travel Demand Model?

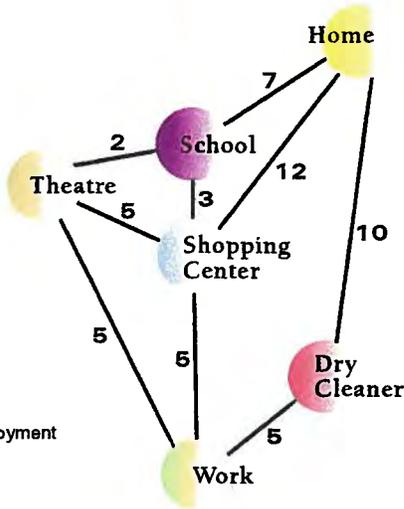
A travel simulation program that uses a road network connecting population and employment locations.

Here is what the model does.

- Simulates people traveling between home, work, shopping, entertainment, etc.
- Finds the quickest route for each trip

This example model has 6 zones and 9 roadway links. Can you find the quickest route from home to work?

Now envision a model that connects the Northern Colorado cities with metropolitan Denver and has 3,500 zones and 21,000 roadway links, and you have the North I-25 EIS Travel Demand Model.



LEGEND

- Areas of population and employment called Zones
- Roadway Link
- X Travel Time in Minutes

Answer:
14 minutes

Contact Us

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REPORT CARD FOR LEVEL 2 EVALUATION

NORTH I-25
EIS
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S U B J E C T			
PURPOSE and NEED	PRACTICABILITY	ENVIRONMENT	FINAL GRADE
HIGHWAY ALTERNATIVES <ul style="list-style-type: none"> ○ Widen I-25 ○ New Toll Lanes on I-25 ○ High Occupancy Vehicle Lanea ○ Improve Parallel Roads (US 85, US 287) ○ Build New Parallel Arterial ○ Build New Highway ○ Congestion Management 	<p>The grade in this subject area will reflect how well each alternative addresses safety concerns and future travel demand on I-25.</p> <p>Considerations in this subject area include how much each alternative costs as compared to the other alternatives.</p>	<p>The grade in this subject area will reflect how much impact to the human environment each alternative will have as compared to the others, as well as how much impact it will have to the natural environment as compared to the others.</p>	<p>Alternatives will receive a cumulative grade of S, NI or U.</p>
TRANSIT ALTERNATIVES <ul style="list-style-type: none"> ○ Bus Rapid Transit ○ High Speed Rail ○ Light Rail ○ Commuter Rail 	<p>Each transit alternative will be graded on how well it serves population and employment centers, how well it serves prominent travel patterns, and how much ridership it generates.</p> <p>In this subject area, each transit alternative will be graded on cost as compared to other alternatives, how well suited each is to longer-distance trips, and how much coordination with transit agencies or other agencies is required.</p>	<p>The grade in this subject area will reflect how much impact to the human environment each alternative will have as compared to the others, as well as how much impact it will have to the natural environment as compared to the others.</p>	<p>Alternatives will receive a cumulative grade of S, NI or U.</p>

GRADING KEY:

S: Satisfactory

NI: Needs Improvement

U: Unsatisfactory

Which alternatives make the grade?

You're invited to our public meetings to look over our report card on alternatives for the North I-25 EIS.

The North I-25 Environmental Impact Statement (EIS) is studying future transportation improvements along the I-25 corridor from the Fort Collins/Wellington area to Denver.

During the initial evaluation of transportation improvements, alternatives were evaluated for fatal flaws. Each alternative was judged on its suitability to the corridor, its typical costs and its potential effect on the environment. The project is now finishing the second level of evaluation with more detailed measures and travel analysis.

We invite you to review the results of our Level 2 evaluation. Just like in school, each alternative will receive a report card explaining how it compared in the evaluation process. Alternatives will be graded on travel times, congestion relief, preliminary cost estimates, environmental impacts and other measures. Recommendations on which alternatives will be carried forward into more detailed evaluation will be presented. We invite you to give us your thoughts and comments about the evaluation results and the alternatives that are being recommended for further development and screening.

Please plan on joining us at one of our next public meetings to help plan the future of travel along I-25.

For more information on the study or the public meetings, visit www.cdote.info/northi25eis/ or call (970) 352-5455 or (303) 779-3384.

Public Meetings

Tuesday, June 14, 4-7 p.m.
Project Presentation 6 p.m.
Greeley Recreation Center
Multipurpose Rooms 101 A, B, and C
651 10th Ave., Greeley

Thursday, June 16, 4-7 p.m.
Project Presentation 6 p.m.
Fort Collins Lincoln Center
Canyon West/Columbine Rooms
417 W. Magnolia, Ft. Collins

Tuesday, June 21, 4-7 p.m.
Project Presentation 6 p.m.
Loveland Police & Courts Building
Conference Rooms North/South
810 E. 10th St., Loveland

Thursday, June 23, 4-7 p.m.
Project Presentation 6 p.m.
Longmont Radisson Hotel &
Conference Center
Silverthorne Ballroom
1850 Industry Circle, Longmont

For more information on the study or public meetings, or to arrange for special accommodations or translation services, visit www.cdote.info/northi25eis/, or call (970) 352-5455 or (303) 779-3384.

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What's Inside?

Town Hall Meetings
Join us at one of 12 town hall meetings and view transportation improvements anticipated to move forward into the DEIS. 1-2

Transit Station Working Groups
Working groups provide a hands-on opportunity for Northern Colorado community members to provide input on potential transit alternatives. 2

Gasoline Prices and Travel Behavior
How gas prices influence transit ridership and highway travel. 3

What's Next: The DEIS
The next step in the North I-25 EIS involves the development of improvements in the Draft Environmental Impact Statement. 3-4

Interchange Planning: A Public Process
Here's another opportunity for the project team and public to work together. 4

More Town Hall Meetings on the North I-25 EIS: Help decide the future of transportation in Northern Colorado.

If you've ever wondered what the future of transportation in Northern Colorado might look like, here's your chance to find out. Even better, it's also your chance to shape that future.

The North I-25 EIS project team has just completed the third level of evaluating transit improvements. Eight alternative transportation packages were developed and evaluated, and now we're ready to show you the results. At the upcoming fifth round of town hall meetings, we will present the packages that performed best, and which we would like to move

forward into the Draft Environmental Impact Statement (DEIS).

Please plan on attending one of the 12 scheduled public meetings to explore, discuss, learn and provide input on the future of transportation in Northern Colorado.

To view a listing of town hall meeting dates and locations, please see page 2 of your North Link newsletter. For more information, visit www.cdof.info/northi25eis/ or call the Public Involvement Team at (970) 352-5455 or (303) 779-3384.





Town Hall Meetings *(continued from page 1)*

Town hall meeting dates and locations are as follows:

January 23

Fort Collins Aztlan Community Center
112 E. Willow St.
5:00 p.m. to 7:00 p.m.

January 24

Windsor Community Center
250 11th St.
11:00 a.m. to 1:00 p.m.

January 25

Frederick Town Hall
401 Locust St.
5:00 p.m. to 7:00 p.m.

January 26

Thornton City Hall
9500 Civic Center Dr.
6:00 p.m. to 8:00 p.m.

January 30

Gilcrest Valley High School
1001 Birch St.
6:00 p.m. to 8:00 p.m.

January 31

Mead Town Hall
441 Third St.
11:00 a.m. to 1:00 p.m.

February 1

Longmont Museum
400 Quail Rd.
6:00 p.m. to 8:00 p.m.

February 2

Loveland Public Library
300 N. Adams Ave.
7:00 a.m. to 9:00 a.m.

February 6

Greeley Recreation Center
651 10th Ave.
6:00 p.m. to 8:00 p.m.

February 7

Fort Collins Harmony Library
4616 S. Shields St.
11:00 a.m. to 1:00 p.m.

February 15

Southwest Weld County Building
4209 Weld County Rd. 24½
4:30 p.m. to 6:30 p.m.

February 16

Milliken Town Hall
1101 Broad St.
6:00 p.m. to 8:00 p.m.

Transit Station Working Groups: An Interactive Opportunity

In October, the North I-25 EIS launched Transit Station Working Groups. This hands-on process is another way for community members to have an impact on the study. Transit Station Working Groups discuss transit stations (Commuter Rail, Commuter Bus and Bus Rapid Transit), bike and pedestrian connectivity, and maintenance facilities.

Northern Colorado community members who reside in or frequently drive our Study Area are encouraged to participate.

During the first two meetings, groups discussed evaluation criteria that can influence the location of stations (land use, bus service and zoning, for example), and reviewed proposed station locations in each corridor. To view information from the first two meetings, please visit the project Web site at www.cdof.info/northi25eis/.

The third round of working group meetings will focus on the results from Level 3 Evaluation and how the results affect the transit station process, modeling results, station program, station site evaluation criteria and maintenance facility. One or more of the transit technologies may be eliminated in Level 3, so be sure to attend Town Hall Meetings to view the results.

The next Transit Station Working Group meetings are as follows:



- **Monday, March 20, 5:30 p.m. to 8:00 p.m.**
Frederick Town Hall
401 Locust St.
- **Thursday, March 23, 5:30 p.m. to 8:00 p.m.**
CDOT R4, Loveland
2207 E. Highway 402

If you were unable to attend either of the first two rounds of working group meetings, you are still invited to attend and participate in future meetings. Please contact the Public Involvement Team at (970) 352-5455 or (303) 779-3384 if you would like to get involved.



Gasoline Prices and Travel Behavior

Several unexpected natural disasters during 2005 resulted in notable increases in the price of gasoline. And a recent sampling of U.S. transit systems finds increases of transit ridership ranging from eight to 17 percent compared to last year¹. So how is the price of gasoline considered when evaluating transit ridership in the North I-25 EIS?

Travel forecasts for the North I-25 EIS process assume that the relative price of fuel remains constant through the year 2030. This is a standard and well-accepted forecasting practice because of the uncertainty of predicting the price of fuel. But how much do travel patterns really change when gasoline prices increase?

With the abrupt rise in gasoline prices in recent months, record numbers of people are turning to mass transit as their mode of transportation. Washington Metropolitan Area Transit reports system ridership was up 10 percent for the year, compared with a normal annual growth rate of two percent. In Texas, traffic on the Trinity Railway Express, which links Dallas to Fort Worth, was up 16 percent for the first four weekdays of September compared with the same period one year earlier.

Similarly, Colorado carpool and vanpool programs managed by the North Front Range Metropolitan Planning Organization (NFRMPO) and the Denver Regional Council of Governments (DRCOG) both report a large increase in inquiries since the recent rise in gasoline prices.

Automobile travel also changes if fuel prices increase. Historically, the amount of vehicle miles traveled (VMT, a common measure of automobile travel) has outpaced population growth. Over the past 20 years, the U.S. population has increased about one percent per year, while VMT has increased about three percent². However, an exception was after the Organization of Petroleum Exporting Countries (OPEC) oil embargo of 1973. Comparing 1974 to 1973, national VMT declined by 2.5 percent, even though U.S. population grew about three percent. In general, it has been estimated that a 25 percent increase in the price of gasoline would result in about a five percent drop in VMT.

It is interesting to note that the amount of fuel consumed would decrease more than the decrease in VMT, given rising fuel prices. As gasoline prices go up, people tend to modify their driving habits by accelerating slower and reducing travel speed to conserve fuel. Also, for drivers with two cars, the more fuel-efficient vehicle is driven more often. Eventually, people purchase smaller, more fuel-efficient cars to replace larger vehicles such as SUVs. It is estimated fuel consumption would decrease 1.5 to two times as much as the decrease in VMT.



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What's Next: The DEIS

Level 3 of the evaluation screening process has been completed and we are now ready for the next step in the EIS process: preparation of the Draft Environmental Impact Statement. The DEIS document will include the following:

1) Development of DEIS

Alternatives: Alternatives that remain after Level 3 screening will be defined to a greater level of detail so that a full analysis can be completed. This greater level of detail will include areas such as:

- a) Layout of right-of-way needed
- b) Location of bridges, retaining walls and fill slopes
- c) Location of stations and interchanges
- d) Planned frequency of transit service
- e) Cost of construction, operations and maintenance

¹ American Public Transportation Association (APTA). March 2004 to September 2005, for transit systems without any major improvements to transit service.

² U.S. Census and U.S. Department of Energy data.

What's Next: The DEIS (continued from page 3)

- 2) **Analysis of DEIS Alternatives:** The DEIS Alternatives, including the No-Action Alternative, will be fully analyzed, according to such areas as:
 - a) Transportation impacts and performance
 - b) Impacts to properties (access, right-of-way, visibility, etc.)
 - c) Impacts to natural resources (wildlife, water resources, wetlands, etc.)
 - d) Operational impacts such as noise or air quality
 - e) Impacts to social and economic conditions
 - f) Costs and funding possibilities
- 3) **Documentation on the DEIS Chapters:** The information developed throughout the entire study will be documented in a federally required report. This will include:
 - a) Purpose and need for improvements
 - b) Alternatives considered
 - c) Transportation impacts
 - d) Existing conditions and environmental impacts
 - e) Summary of public and agency involvement
 - f) Funding options
- 4) **Review Process:** Before the DEIS enters the public and agency comment process, it is reviewed in detail by CDOT, FHWA, FTA and the Cooperating Agencies (RTD, U.S. Army Corps of Engineers, Federal Railroad Administration).
- 5) **Public and agency comment period**



Interchange Planning: A Public Process

In Level 3, the project team began the interchange planning process and this process will continue through the DEIS. Interchange Planning Groups and/or public meetings will soon be underway and we invite community members to participate and share their opinions.

The I-25 corridor will be divided into six segments for interchange planning meetings. Please call the Public Involvement Team at (970) 352-5455 or (303) 779-3384 for more information about becoming involved.

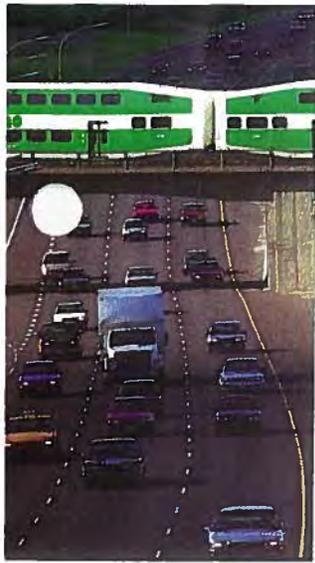
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Inside This Issue

Introduction to the Draft EIS Process

Learn more about the next steps in this evaluation 1

DEIS Pkgs. A and B

An overview of the proposed transportation packages. 2

Transit Station Planning

Learn how transit station locations are selected 3

A Look into Commuter Rail and Bus Rapid Transit in the EIS

A detailed look at the types of transit options 4

Interchange and Highway Access Planning

Detailed diagrams help explain the differences between the interchange possibilities 5

Your Community. Your Travel. Your Opinions.

Public meetings on new rail alternatives... 6

Contact Information. 6

Introduction to the Draft EIS Process

Level 3 Evaluation is complete and the North I-25 EIS project has entered the Draft Environmental Impact Statement (DEIS) phase. Based on Level 3 Evaluation findings, two DEIS Packages have been developed and will undergo even more detailed analysis in the DEIS process. Steps in the DEIS:

1. Development of DEIS Alternatives
2. Analysis of elements of Packages A & B and No-Action Alternative
3. Documentation of the DEIS Chapters
4. Review Process by the Colorado Department of Transportation, Federal Highway Administration, Federal Transit Administration and cooperating agencies
5. Public and Agency Comment Period

- Of the various tolled *Express Lane* alternatives, tolled *Express Lanes* with Bus Rapid Transit (BRT) would provide the most congestion reduction and would have the highest utilization. Based on this, a variation of tolled *Express Lane* alternatives with BRT will be included in the DEIS.

Transit Evaluation

- Commuter Rail (CR) service attracts the highest level of ridership but bus alternatives are the most cost effective.
- CR service along the western Burlington Northern Santa Fe (BNSF) railroad corridor would be significantly more effective than building CR along I-25 and/or U.S. 85 corridors. Transit lines on I-25 compete for riders with transit services along the BNSF railroad corridor and U.S. 85.
- Bus transit service to Denver International Airport attracts more ridership and has the potential to improve the cost-effectiveness of bus service.

Notable Level 3 Facts to Consider in the Draft EIS

Highway Evaluation

- Evaluation of various transit and highway improvements indicated that I-25 would need to be widened to accommodate future development regardless of transit improvements provided.
- I-25 could be widened to accommodate future growth and development in three basic ways: additional general purpose lanes, tolled *Express Lanes* or combination of both.
- Using general purpose lanes, a six-lane cross-section is sufficient in much of the area while eight lanes and/or auxiliary lanes would be required in select locations.

Environmental Analysis in the Draft EIS

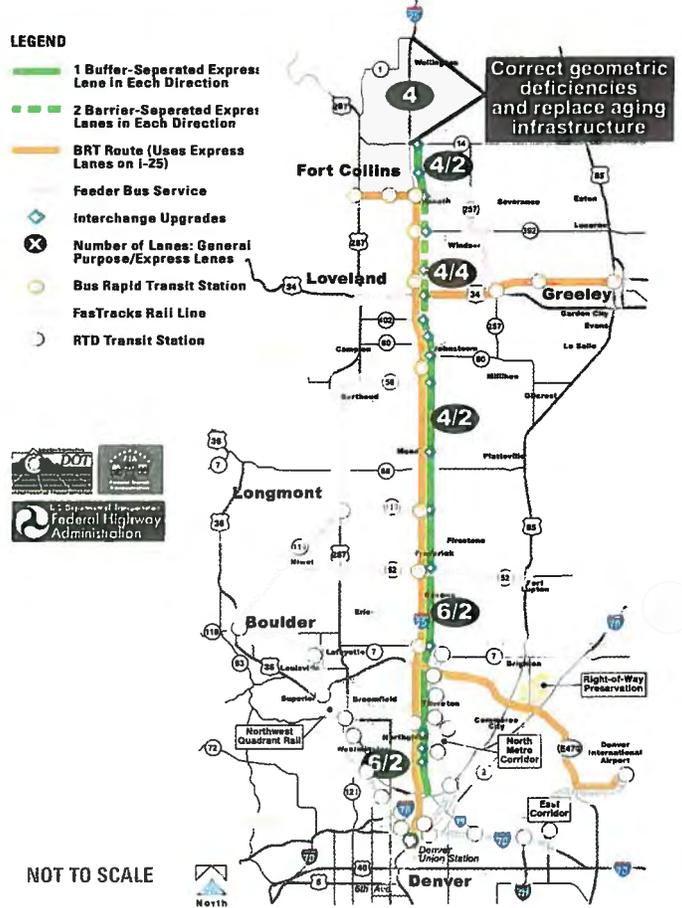
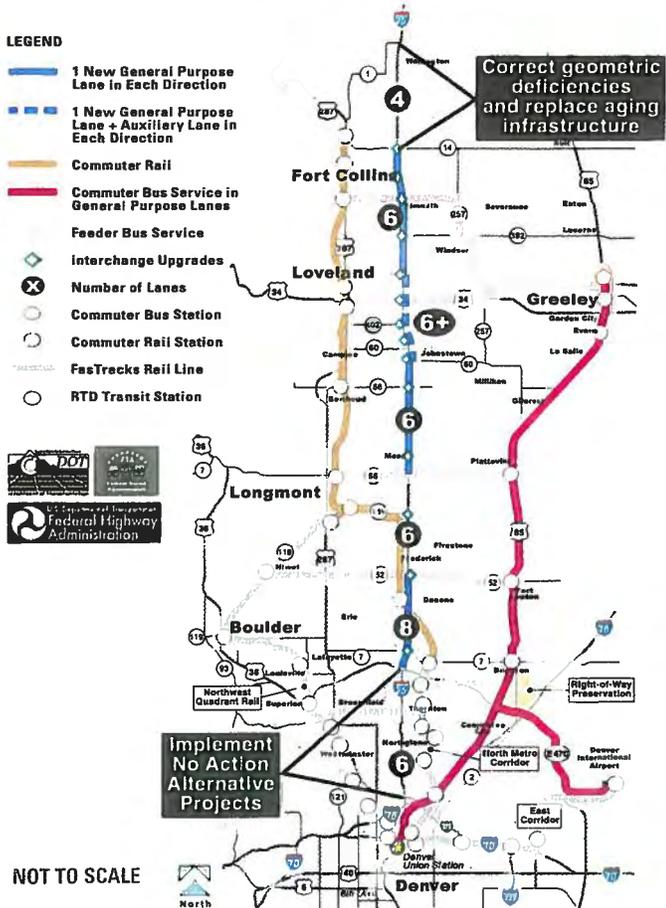
The North I-25 EIS environmental resource specialists are completing data collection and updating existing conditions for DEIS Package A and DEIS Package B. Environmental resource specialists have been collecting data on wetlands throughout the North I-25 EIS study area, along the BNSF railroad corridor and from historic and archaeological resources. Currently, the environmental team and many municipalities are identifying important community resources in order to avoid any potential negative impacts.





DEIS Package A: 6 GP + WCR + CB85

DEIS Package B: Express Lanes + BRT



NOTE:

- Select sections of I-25 would require auxiliary lanes and/or an additional through-lane in addition to this 6-lane cross section.
- Where widening is needed between State Highway 66 (SH 66) and SH 7, the median would be used.

NOTE:

- A wider barrier and *Express Lanes* cross-section is included between SH 60 and Harmony Road.
- BRT stations could be located within an expanded median area.
- Where widening is needed between SH 66 and SH 7, the median would be used.

Congestion Management Measures could include:

- New local transit routes
- New express transit routes
- Enhanced carpool lot parking capacity and amenities
- Courtesy patrol (incident management) from SH 14 to SH 7
- Variable message signs at all transit stations
- Automated Vehicle Locaters on all transit vehicles – “next bus” technology
- Ramp metering and variable message signs at selected interchanges
- Access management along U.S. 85 [Package A]
- Signal coordination along U.S. 34 and Harmony Road [Package B]
- Continuous links to local bike and pedestrian systems
- Support for development of a Transportation Management Organization (TMO)



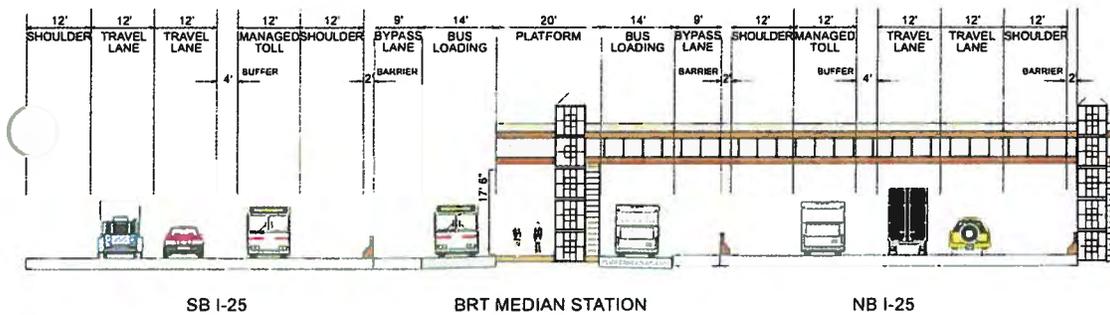
Transit Station Planning

The design team has considered many potential station locations for Bus Rapid Transit (BRT), Commuter Rail (CR) and Commuter Bus transit corridors. Criteria such as station spacing, vehicular access and proximity to population and activity centers were all taken into account as well as committee and stakeholder support.

Once a general facility location was determined, the team identified numerous sites for each station. The specific sites were identified and sized to serve the park and ride facility, feeder bus system, passenger drop-off and pedestrian connectivity. The specific station sites were evaluated looking at vehicular,

pedestrian and bicycle access, platform/site relationship, land use compatibility, joint development opportunities and environmental impacts. As a result of this evaluation, one to two sites per station were recommended to move forward and be evaluated further in the DEIS.

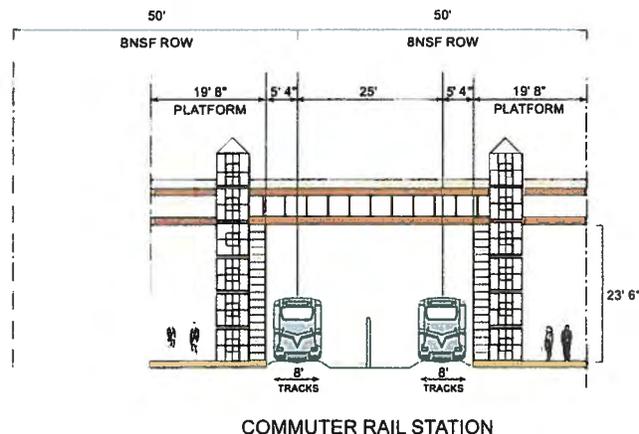
Bus Rapid Transit Typical Station



- One platform 20' x 300' located in the median of I-25
- Bus loading lanes will be located on either side of platform
- Bypass lane, barrier and shoulder provide a 23' buffer from bus loading lane to the through-lanes of I-25
- Pedestrian circulation will be provided with a pedestrian overpass from the median platform to parking, which will be located on either the east or west side of I-25
- Stairs and elevator will be provided
- Parking is located adjacent or close to station

Commuter Rail Typical Station

- Two platforms 19'8" x 400' (allows for compatibility with RTD transit system)
- One platform will be located to the west of the southbound track and one platform will be located to the east of the northbound track
- Pedestrian circulation will be provided with a pedestrian overpass between each platform to prevent unsafe crossings of the railroad tracks
- Stairs and elevator will be provided
- Parking is located adjacent or close to station





A Look into Commuter Rail and Bus Rapid Transit in the EIS

Commuter Rail and Integration with FasTracks

The passage of RTD's FasTracks proposal in November 2005 brings Commuter Rail (CR) service to the doorstep of the North Front Range. The North I-25 EIS project team will analyze connecting the proposed CR alignment shown in Package A with the FasTracks lines that include both the North Metro Corridor through Thornton, as well as the Northwest Rail Corridor up to Longmont along the existing Burlington Northern Santa Fe (BNSF) railroad corridor, which parallels U.S. 287. However, "connecting the dots" isn't as easy as it sounds.

To maximize the FasTracks investment and avoid paying more of the operations cost than absolutely necessary, service extended north from the FasTracks stations should be at the frequencies planned by RTD, which is currently every 30 minutes to Thornton and Longmont. Therefore, every 30 minutes a train from North Metro would continue north to the Longmont station, meet the RTD train pulling in and allow passengers to transfer to the northbound train. This allows passengers from Fort Collins to Denver to ride without transferring, but passengers from Fort Collins to Boulder would have to transfer to the RTD service in Longmont.

The project team evaluated numerous CR alignments for the extension from Longmont to the North Metro Corridor. The alignment chosen for further evaluation in the DEIS would extend east from Longmont along the SH 119 corridor, then continue south along WCR 7 through Erie before crossing I-25 at WCR 8. After crossing I-25 the alignment would continue south in the Union Pacific Railroad corridor to meet the North Metro Corridor at the St. Vrain Junction, where the northernmost FasTracks station is planned. Benefits of the alignment include a shorter track length, utilization of existing rail line, and the fewest impacts to communities, parks and open spaces of all the alignment options considered.

The CR alignment will feature a station located in the Tri-town area. The project team has selected two sites, one along WCR 8 west of I-25 and one near the intersection for WCR 7 and SH 52. The CR alignment and both station locations will proceed into the DEIS for further evaluation. Further components and design elements of the station and CR alignment will be presented for public comment during the DEIS evaluation.

Bus Rapid Transit: A New, Flexible Transportation Option in Colorado

Picture a large, swift and futuristic-looking vehicle, much like ones seen at themed amusement parks. Now picture that same vehicle in a special lane of the highway, stopping every few miles at bus station platforms built into the highway median. This new transit technology, known as Bus Rapid Transit (BRT), has gained widespread interest and appeal as a comparatively lower-cost high capacity transit investment. In Colorado, it is being considered in the North I-25 EIS and is planned for the U.S. 36 Corridor.

The benefits of BRT relate to flexibility. The bus can be powered by a variety of fuel sources and runs on rubber tires like a typical bus. Therefore, BRT vehicles can be routed anywhere there is adequate pavement, which makes it ideal for

blending local service with several stops near neighborhoods or employment centers to provide sufficient access, with a commute service that has fewer stops and higher travel speeds along freeway lanes. Distinct from typical bus service, BRT typically runs in a dedicated, special-use lane. But that, too, is flexible, as the lane can also be utilized by other high occupancy vehicles, or for other special purposes like tolling.

In the North Front Range, BRT is proposed as part of an alternative that includes tolled *Express Lanes* along North I-25. The service would consist of two routes: one from Greeley, going directly to Denver Union Station, and the other from Fort Collins, alternating destinations between Denver International Airport and Denver Union Station. The

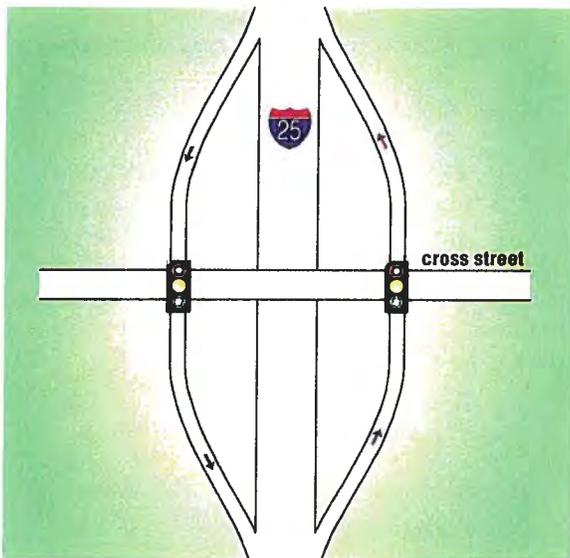
service would take Harmony Road and U.S. 34 to get to I-25. Along these roads the BRT is proposed to stop at both street-side stops as well as park and ride lots, and to utilize signal treatments and intersection modifications that would be designed to help the service avoid congestion. Along I-25, the service would run within the tolled *Express Lanes* and stop at station areas that are built into the freeway median. They would be accessible to pedestrians via a pedestrian bridge. Freeway station areas would be buffered by passing lanes and other treatments to provide adequate space and roominess for passengers.

The BRT alternative will be compared to the CR service, and both will be tested for ridership, costs and environmental impacts in the DEIS.



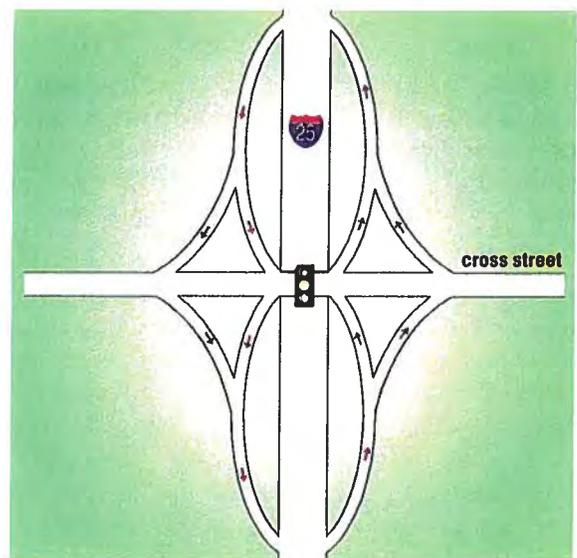
Interchange and Highway Access Planning

In late 2005, the North I-25 EIS project team recognized that most I-25 Corridor interchanges would need to be rebuilt or reconfigured to handle future traffic volumes. In February 2006, a series of small group public meetings commenced to collect input and better understand the issues associated with each interchange. Since February, the project team has developed and analyzed new interchange configurations while continuing to meet with the small groups. Preferred configurations have been recommended for many locations; however, the planning effort is ongoing and the project team will continue to meet with the small groups this fall.



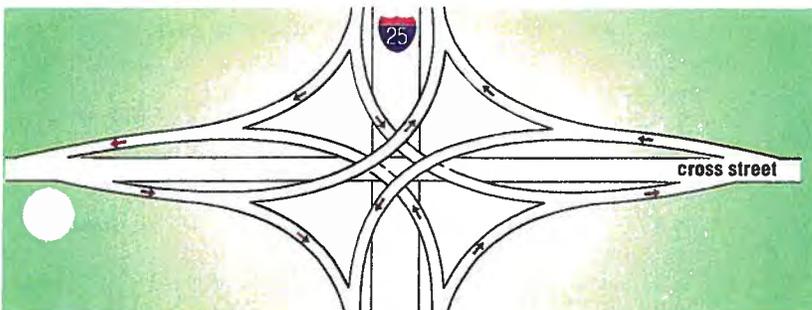
▲ Diamond

The Diamond interchange is the most commonly used interchange on I-25. Ramp intersections with the cross street are typically controlled with stop signs in low volume situations and with traffic signals in moderate to high volume situations. Occasionally, roundabouts are used such as along I-70 in Grand Junction and Gypsum. Diamond interchanges at Harmony Road, State Highway 52 and Weld County Road 8 have ramp intersections and multiple left and right turn lanes.



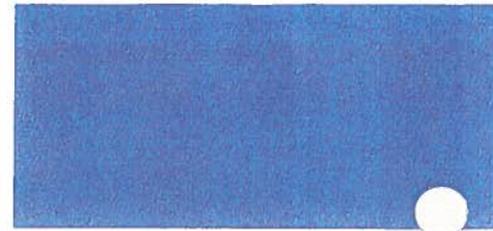
▲ Single Point Urban Interchange (SPUI)

A SPUI is similar to the Diamond design except the SPUI is smaller and its ramps converge to one intersection at the cross street controlled with a traffic signal. Typically used when there is limited right-of-way, SPUI interchanges are being proposed at U.S. 34 and Rocky Mountain Avenue along with the U.S. 34 and Larimer County Road 5 intersections.



◀ Direct Connect Ramps

Typically used at interstate intersections or at the intersection of an interstate and major cross street, these ramps support all turn movements including specific turn movements with high traffic volumes. This type of ramp is being considered for the I-25 and U.S. 34 interchange.



Your Community. Your Travel. Your Opinions.

During the last round of public meetings, the communities expressed interest in a rail alternative that would connect to Denver without traveling through Boulder. In response, the North I-25 EIS project team has extended the Package A rail line into southwestern Weld County.

The modified rail alignment would connect northern Colorado passengers to the FasTracks system at both Longmont and Thornton, reduce travel time, and have minimal impacts to natural resources and adjacent communities.

We invite you to attend one of the scheduled public meetings to review the new alternative and provide input. Come see how your opinions continue to shape your transportation.

Monday, November 13

Open house: 6-8 p.m.
Northglenn Recreation Center
11801 Community Center Drive
Northglenn

Wednesday, November 15

Open house: 6-8 p.m.
Southwest Weld County Complex
4209 Weld County Road 24 1/2
Longmont

Contact Information

North I-25 EIS Project Office

Phone: (970) 352-5455 or (303) 779-3384
Web site: www.cdot.info/northi25eis/
Mail: CDOT Engineering Office
2207 E. Highway 402
Loveland, CO 80537

Do we have your e-mail address?

If not, register it by going to our Web site and clicking on "Contact Us."

Project Team

Monica Pavlik, P.E.,
Federal Highway Administration
David Beckhouse,
Federal Transit Administration
David M. Martinez, P.E.,
CDOT Project Manager
Tom Anzia, P.E.,
Project Manager
Gina McAfee, AICP,
Deputy Project Manager
Kim Podobnik, APR,
Public Involvement Manager

Information, cooperation, transportation.
CDOT Engineering Office
2207 E. Highway 402
Loveland, CO 80537



FACT SHEET



North I-25 EIS
Page 1 of 2

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Project Description:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), in cooperation with the Colorado Department of Transportation (CDOT), have initiated a project to prepare an Environmental Impact Statement (EIS) to identify and evaluate multimodal transportation improvements along the I-25 corridor from the Fort Collins/Wellington area to Denver. The study will address regional and inter-regional movement of people, goods and services.

Why an EIS Must be Completed:

The National Environmental Policy Act of 1969 as well as many state and local laws enacted during the late 1960s and early 1970s mandate that Environmental Impact Statements be completed before major development projects can begin. Producing an EIS requires analysis of the impact that a proposed development will have on the natural and social environment. It includes assessment of long- and short-term effects on the physical environment, such as air, water, and noise pollution, as well as effects on employment, living standards, local services, and aesthetics (R. K. Jain, L. V. Urban, and G. S. Stacey, *Environmental Impact Analysis* (2d ed. 1981).

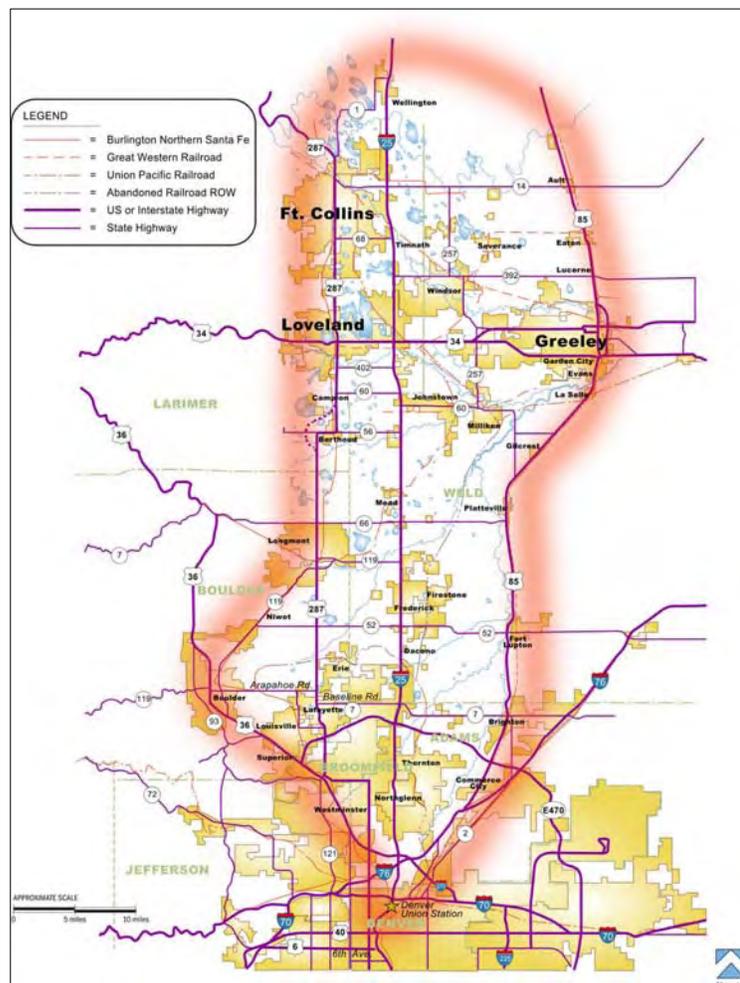
Study Boundaries:

The North I-25 EIS will be limited to areas along the existing I-25 corridor from the Denver metropolitan area to Northern Colorado communities including Fort Collins/Wellington and Greeley. US 287 and US 85 transportation corridors will also be included in the final analysis of potential alternative route locations. The study area spans portions of seven counties, includes more than 30 communities, two metropolitan planning organizations (the Denver Regional Council of Governments and the North Front Range Metropolitan Planning Organization) as well as the Upper Front Range Regional planning Commission. At approximately 1,300 square miles, the study area is larger than the state of Rhode Island.

Contact:

North I-25 EIS Project Office

2207 East Highway 402
Loveland, Colorado 80537
(970) 352-5455 or (303) 779-3384



Purpose and Need:

Project Purpose

The purpose of the North I-25 EIS is to meet long-term travel needs between the Denver metropolitan area and the rapidly growing population centers along the I-25 corridor north to the Fort Collins-Wellington area.

Need for the Action

The project purpose can be explained through four major need categories. The study has identified the need to:

- Improve safety
- Improve mobility and accessibility
- Replace and/or rehabilitate aging and obsolete infrastructure
- Provide for modal alternatives and interrelationships

The project needs will relate differently to highway transportation solutions and transit solutions. Highway alternatives will be evaluated on all four of these needs. Transit alternatives will be evaluated only on two of the needs: Mobility and accessibility, and Modal alternative and interrelationships.

Alternatives Under Consideration:

Alternatives are defined as any improvements that can be made to the existing transportation system to improve the level of service, safety or efficiency. These include, but are not limited to, the following:

- No-action
 - Completing projects that are in progress or that have been committed to by CDOT, the transportation planning organizations or cities and counties within the study area
 - Used as a basis against which other alternatives are evaluated
- Package A consists of:
 - One new general purpose lane in each direction along I-25 between E-470 and SH 52 and between SH 66 and SH 14
 - Commuter rail service connecting Fort Collins to Longmont and downtown Denver via FasTracks rail lines
 - Commuter bus service connecting Greeley to downtown Denver and Denver International Airport via US 85
- Package B consists of:
 - A combination of single buffer-separated tolled *Express Lanes* and barrier-separated tolled *Express Lanes* along I-25 from US 36 to SH 14.
 - Bus rapid transit service operating in the tolled *Express Lanes* along I-25 connecting Fort Collins and Greeley to downtown Denver and Denver International Airport.

Complementary features of the alternatives under consideration include connections to the Denver metropolitan area's FasTrack rail lines, carpool lots, real-time transportation information, upgraded interchanges, transit stations and a feeder bus system.

We Need Your Help!

The North I-25 EIS project team is soliciting public comment via submissions to our Web site, comments at public open houses, letters, phone calls, booths at outdoor fairs, meetings with civic groups, displays at libraries and other places people gather.

For more information on this study, to learn about upcoming public meetings, alternatives being studied and to weigh in on the discussion, please visit www.cdot.info/northi25eis/ or call the project office at (970) 352-5455 or (303) 779-3384.



Descripción del proyecto

La Administración Federal de Carreteras (FHWA, en inglés), la Administración Federal de Transporte Público (FTA), y el Departamento de Transporte de Colorado (CDOT) han iniciado un proyecto para preparar la Declaración de Impacto Ambiental (EIS) para identificar y evaluar mejoras multimodales en el transporte a lo largo del Corredor de la I-25 desde Fort Collins/Wellington hasta Denver. El estudio analizará el movimiento regional e interregional de personas, bienes y servicios.

Por qué es necesario el estudio EIS:

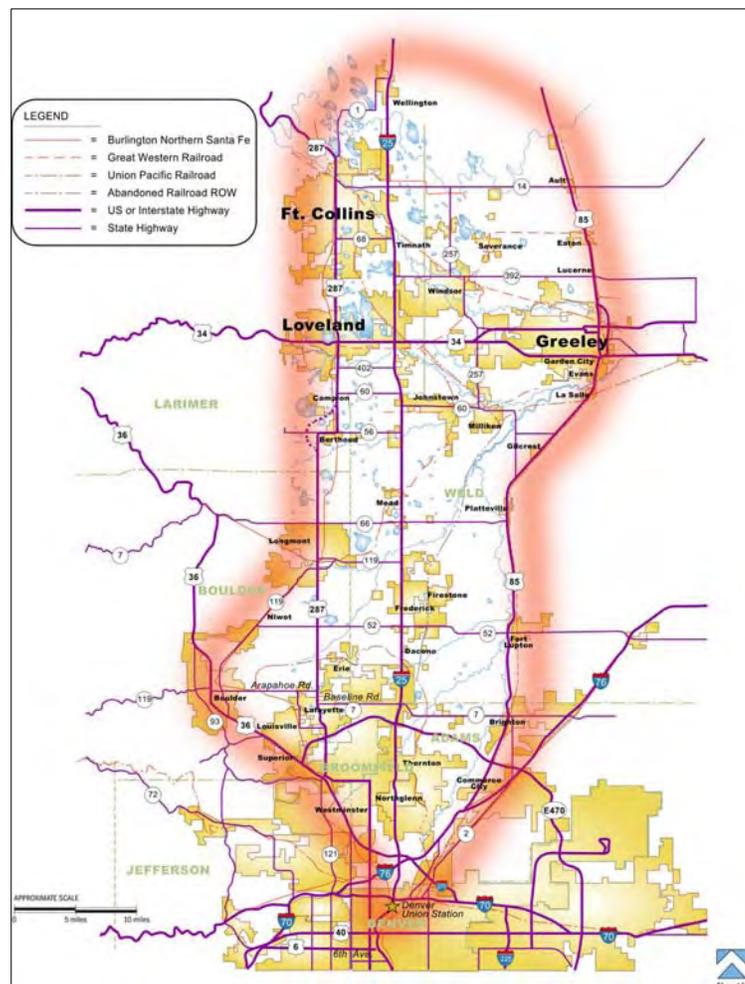
El Acta Nacional de Política del Medio Ambiente de 1969, conocida en inglés por las siglas NEPA, así como leyes estatales y locales de las décadas de los años sesenta y setenta, exigen que el estudio EIS se complete antes de que puedan comenzar cualquier gran proyecto de construcción. Producir el EIS requiere analizar el impacto que el desarrollo propuesto tendrá en el ambiente natural y social. También incluye evaluar los efectos a corto y largo plazo en el ambiente físico, como aire, agua y contaminación de ruido, así como los efectos en el empleo, calidad de vida, servicios locales y estética. (R. K. Jain, L. V. Urban, and G. S. Stacey, *Environmental Impact Analysis* (2d ed. 1981).

Area del estudio:

El estudio EIS de la I-25 Norte está limitado a las áreas junto al corredor existente de la I-25 desde el área metropolitana de Denver hasta comunidades el norte de Colorado, incluyendo Fort Collins/Wellington y Greeley. Los corredores de las carreteras US 287 y US 85 también se incluirán en el análisis final de los potenciales lugares alternativos de las rutas. El área de estudio incluye partes de siete condados así como más de 30 comunidades, dos organizaciones de planeamiento regional (el Denver Regional Council of Governments y la North Front Range Metropolitan Planning Organization), y la comisión planificadora Upper Front Range Regional. El área abarca unas 1.300 millas cuadradas, es decir, una zona más grande que todo el estado de Rhode Island.

Contacto:

North I-25 EIS Project Office
2207 East Highway 402
Loveland, Colorado 80537
(970) 352-5455 or (303) 779-3384



Proyecto North I-25 EIS

Propósito y necesidad:

Propósito del Proyecto

El propósito del estudio de Declaración de Impacto del Medio Ambiente (EIS, en inglés) es satisfacer las necesidades de viaje a largo plazo entre la zona metropolitana de Denver y los rápidamente crecientes centros de población a lo largo del corredor de la I-25 Norte hasta el área de Fort Collins-Wellington.

Necesidad de Acción

El propósito del proyecto se puede explicar por medio de cuatro grandes categorías. El estudio ha identificado la necesidad de:

- Mejorar la seguridad
- Mejorar la movilidad y el acceso
- Reemplazar o rehabilitar infraestructura antigua u obsoleta
- Proveer alternativas de modos de transporte e interconectividad

Las necesidades del proyecto se satisfacen de distinta manera en el caso de las carreteras que en el caso del transporte público. Las alternativas para las carreteras se evalúan de acuerdo con las cuatro necesidades enumeradas. Las alternativas de transporte público se evalúan sólo de acuerdo con dos de las necesidades: mejorar la movilidad y el acceso y proveer alternativas de modos de transporte e interconectividad.

Alternativas en consideración:

Las alternativas son las mejoras que se pueden hacer al actual sistema de transporte para mejorar el nivel de servicio, la seguridad o la eficiencia. Las alternativas incluyen las siguientes opciones, pero no se limitan a ellas:

- No acción
 - Completar los proyectos que ya se están realizando o con los que ya existe un compromiso por parte del Departamento de Transporte (CDOT), las organizaciones de planificación del transporte, o las ciudades o los condados dentro del área de estudio. Esta alternativa se usa como criterio de evaluación de las otras alternativas.
- Paquete A, que incluye:
 - Un carril de uso general en cada dirección en la I-25 entre la E-470 y la SH 52 y entre la SH 66 y la SH 14
 - Tren suburbano de pasajeros conectando a Fort Collins y a Longmont con el centro de Denver por medio de los ferrocarriles de FasTracks.
 - Buses suburbanos, circulando por la US 85, conectando a Greeley con el centro de Denver y con el Aeropuerto Internacional de Denver.
- Paquete B, que incluye:
 - Una combinación de carriles expresos (separados por barreras o no) en la I-25 entre la US 36 y la SH 14.
 - Buses rápidos circulando por los carriles expresos de la I-25, conectando a Fort Collins y a Greeley con el centro de Denver y con el Aeropuerto Internacional de Denver.

Estas alternativas incluyen otros elementos complementarios, como conexiones con los trenes de FasTracks en la zona metropolitana de Denver, lotes de estacionamiento para carros compartidos, información en vivo sobre transporte público, mejoras en las intersecciones

¡Necesitamos su ayuda!

Para más información sobre el proyecto, el calendario de reuniones públicas, las alternativas en consideración, o para compartir su opinión, visite www.cdot.info/northi25eis/ o llame a la oficina del proyecto al (970) 352-5455 o al (303) 779-3384.

North I-25 EIS Project Office

2207 East Highway 402
Loveland, Colorado 80537
(970) 352.5455
(303) 779.3384
www.cdot.info/northi25eis/



August 10, 2007

Organization name

Address

City, State Zip

Dear _____,

As the primary route between Northern Colorado and the Denver metropolitan area, the I-25 corridor has experienced considerable growth over the years. People are increasingly aware that demands on the existing transportation system are exceeding its ability to serve travelers efficiently. Along with increased traffic volume on I-25 and parallel roadways has come an increase in accidents, resulting in a need to plan for transportation improvements within the corridor.

As you may be aware, the North I-25 Environmental Impact Statement (EIS) is underway. The purpose of this project is to meet long-term travel needs between the Denver metropolitan area and the rapidly growing population centers along I-25 to the Fort Collins/Wellington area. Solutions under study include, but are not limited to, construction of passenger rail, addition of highway lanes, improving bus service, or some combination of these alternatives.

As the North I-25 EIS moves forward, transit and transportation alternatives are narrowed down and public input is critical. We would appreciate the opportunity to meet with members of your organization to present information about the North I-25 EIS and transportation alternatives that are currently being reviewed directly in your area. In addition, we welcome comments on if and how the alternatives are meeting the community's needs, will the options be utilized, and any additional information members of the community can provide. Presentation times can easily be scheduled around your regular meeting times and location.

We look forward to hearing from you. Please don't hesitate to contact Francisco Miraval at 720-936-1769, or myself with any comments or questions you may have.

Sincerely,

Jessica Woolery
Public Outreach Team
North I-25 EIS
303-779-3383

NORTH I-25 EIS



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HOUSEHOLD TRAVEL SURVEY

Please have the person in the household aged 16 or older who most recently had a birthday complete this questionnaire.
(Year of birth does not matter.)

Your responses are confidential, and will be reported in group form only.

The completed questionnaire can be returned in the enclosed postage-paid envelope.

Thank you very much for completing this questionnaire.

1. In the past year, about how many times did you attend sporting events at the following locations?

Examples of sporting events:

Denver: the Broncos, the Rapids, the Rockies, the Avalanche, the Nuggets, the Mammoth, DU Hockey, etc.

Boulder: CU Buffaloes football, basketball, etc.

Ft. Collins: CSU Rams football, basketball, etc.

Greeley: UNC Bears football, basketball, etc.

Budweiser Center: Eagles hockey, etc.

About how many times on WEEKDAYS (*Monday through Friday, including Friday nights*)?

	more than 25 times	13 to 25 times	7 to 12 times	3 to 6 times	1 to 2 times	never
a. For a sporting event in <u>Denver</u>	<input type="checkbox"/>					
b. For a sporting event in <u>Boulder</u>	<input type="checkbox"/>					
c. For a sporting event in <u>Fort Collins</u>	<input type="checkbox"/>					
d. For a sporting event in <u>Greeley</u>	<input type="checkbox"/>					
e. For a sporting event at the <u>Budweiser Center</u>	<input type="checkbox"/>					
f. For a sporting event somewhere else	<input type="checkbox"/>					

→ where: _____

About how many times on WEEKENDS (*not including Friday nights, which should be included in weekdays*)?

	more than 25 times	13 to 25 times	7 to 12 times	3 to 6 times	1 to 2 times	never
a. For a sporting event in <u>Denver</u>	<input type="checkbox"/>					
b. For a sporting event in <u>Boulder</u>	<input type="checkbox"/>					
c. For a sporting event in <u>Fort Collins</u>	<input type="checkbox"/>					
d. For a sporting event in <u>Greeley</u>	<input type="checkbox"/>					
e. For a sporting event at the <u>Budweiser Center</u>	<input type="checkbox"/>					
f. For a sporting event somewhere else	<input type="checkbox"/>					

→ where: _____

2. In the past year, about how many times did you attend cultural events, special events, or visit other attractions at the following locations?

Cultural events: Attend a concert, watch a play, see a ballet, etc.

Special events: Special events or festivals such as Taste of Colorado, Parade of Lights, Boulder Creek Festival, Loveland-Fort Collins Balloon Festival, etc.

Museum/zoo: Museums, an amusement park, the zoo, or some other type of attraction.

About how many times on WEEKDAYS (*Monday through Friday, including Friday nights*)?

	more than 25 times	13 to 25 times	7 to 12 times	3 to 6 times	1 to 2 times	never
a. For a cultural or special event or attraction in <u>downtown Denver</u>	<input type="checkbox"/>					
b. For a cultural or special event or attraction elsewhere in <u>Denver</u>	<input type="checkbox"/>					
c. For a cultural or special event or attraction in <u>Boulder or Longmont</u>	<input type="checkbox"/>					
d. For a cultural or special event or attraction in <u>Fort Collins, Loveland or Greeley</u>	<input type="checkbox"/>					
e. For a cultural or special event or attraction somewhere else.....	<input type="checkbox"/>					
→ where: _____						

On WEEKENDS (*not including Friday nights*)?

	more than 25 times	13 to 25 times	7 to 12 times	3 to 6 times	1 to 2 times	never
a. For a cultural or special event or attraction in <u>downtown Denver</u>	<input type="checkbox"/>					
b. For a cultural or special event or attraction elsewhere in <u>Denver</u>	<input type="checkbox"/>					
c. For a cultural or special event or attraction in <u>Boulder or Longmont</u>	<input type="checkbox"/>					
d. For a cultural or special event or attraction in <u>Fort Collins, Loveland or Greeley</u>	<input type="checkbox"/>					
e. For a cultural or special event or attraction somewhere else.....	<input type="checkbox"/>					
→ where: _____						

3. In the past year, about how many times did you travel to the following locations for social or recreation trips?

Social/recreation: Entertainment or recreation; for example, to visit friends or family, to dine at a restaurant, see a movie, participate in a sports activity (or take children to a sports activity), etc. This category also includes trips to attend a religious service or do a volunteer activity.

About how many times on WEEKDAYS (*including Friday nights*)?

	5 or more per week	1 to 4 per week	1 to 3 per month	1 every 2 to 4 months	once or twice in the past year	never
a. For social or recreation trips in <u>downtown Denver</u>	<input type="checkbox"/>	<input type="checkbox"/>				
d. For social or recreation trips elsewhere in <u>Denver</u>	<input type="checkbox"/>	<input type="checkbox"/>				
e. For social or recreation trips in <u>Boulder or Longmont</u>	<input type="checkbox"/>	<input type="checkbox"/>				
f. For social or recreation trips in <u>Fort Collins, Loveland or Greeley</u>	<input type="checkbox"/>	<input type="checkbox"/>				
g. For social or recreation trips somewhere else.....	<input type="checkbox"/>	<input type="checkbox"/>				
→ where: _____						

On WEEKENDS (*not including Friday nights*)?

	3 or more per month	1 to 2 per month	1 every 2 to 4 months	once or twice in the past year	never
a. For social or recreation trips in <u>downtown Denver</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. For social or recreation trips elsewhere in <u>Denver</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For social or recreation trips in <u>Boulder or Longmont</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. For social or recreation trips in <u>Fort Collins, Loveland or Greeley</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. For social or recreation trips somewhere else.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
→ where: _____					

4. In the past year, about how many times did you travel to the following locations to shop (at the grocery store, a mall, other shopping center, etc.) or conduct personal business (e.g., going to the doctor, post office, hair stylist, etc.)?

On WEEKDAYS (including Friday nights)?

	5 or more per week	1 to 4 per week	1 to 3 per month	1 every 2 to 4 months	once or twice in the past year	never
a. For shopping/errands in <u>downtown Denver</u>	<input type="checkbox"/>	<input type="checkbox"/>				
b. For shopping/errands elsewhere in <u>Denver</u>	<input type="checkbox"/>	<input type="checkbox"/>				
c. For shopping/errands in <u>Boulder or Longmont</u>	<input type="checkbox"/>	<input type="checkbox"/>				
d. For shopping/errands in <u>Fort Collins, Loveland or Greeley</u> ...	<input type="checkbox"/>	<input type="checkbox"/>				
e. For shopping/errands somewhere else	<input type="checkbox"/>	<input type="checkbox"/>				

→ where: _____

On WEEKENDS (not including Friday nights)?

	3 or more per month	1 to 2 per month	1 every 2 to 4 months	once or twice in the past year	never
a. For shopping/errands in <u>downtown Denver</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. For shopping/errands elsewhere in <u>Denver</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. For shopping/errands in <u>Boulder or Longmont</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. For shopping/errands in <u>Fort Collins, Loveland or Greeley</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For shopping/errands somewhere else	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

→ where: _____

5. In the past year, about how many times did you travel to Denver International Airport to fly yourself, or to pick-up or drop-off family, friends or associates?

	5 or more per week	1 to 4 per week	1 to 3 per month	1 every 2 to 4 months	once or twice in the past year	never
On WEEKDAYS (including Friday nights)?	<input type="checkbox"/>	<input type="checkbox"/>				
On WEEKENDS (not including Friday nights)?.....	<input type="checkbox"/>	<input type="checkbox"/>				

6. Are you currently employed or a student?

yes no → GO TO QUESTION #12 ON PAGE 5

6a. Do you work or attend school in . . .

- | | |
|---|---|
| <input type="checkbox"/> Fort Collins | <input type="checkbox"/> Boulder |
| <input type="checkbox"/> Loveland | <input type="checkbox"/> Longmont |
| <input type="checkbox"/> Greeley | <input type="checkbox"/> Broomfield |
| <input type="checkbox"/> Thornton/Northglenn | <input type="checkbox"/> Downtown Denver |
| <input type="checkbox"/> Denver Tech Center | <input type="checkbox"/> Other Denver County |
| <input type="checkbox"/> Other Adams County | <input type="checkbox"/> Other Weld County |
| <input type="checkbox"/> Other Larimer County | <input type="checkbox"/> Other Boulder County |
| <input type="checkbox"/> Jefferson County | <input type="checkbox"/> Other _____ |

7. What is the zipcode of your workplace or school? _____

8. Do you typically travel a significant distance (approximately 5 miles or more) on I-25 for your work or school commute?

yes no

9. How many days per week do you usually use each of the following types of transportation to get to and from work?

- ____ drive alone
- ____ drive with at least one other person
- ____ vanpool
- ____ walk
- ____ bike
- ____ ride the bus/light rail for any part of the trip
- ____ work at home
- ____ other, please specify _____

10. In the past year, about how many times did you travel to the following locations for the work or school commute?

On WEEKDAYS (<i>including Friday nights</i>)?	5 or more per week	1 to 4 per week	1 to 3 per month	1 every 2 to 4 months	once or twice in the past year	never
a. For work commute trips to <u>downtown Denver</u>	<input type="checkbox"/>	<input type="checkbox"/>				
b. For work commute trips to elsewhere in <u>Denver</u>	<input type="checkbox"/>	<input type="checkbox"/>				
c. For work commute trips to <u>Boulder or Longmont</u>	<input type="checkbox"/>	<input type="checkbox"/>				
d. For work commute trips to <u>Fort Collins, Loveland or Greeley</u> ..	<input type="checkbox"/>	<input type="checkbox"/>				
e. For work commute trips to somewhere else	<input type="checkbox"/>	<input type="checkbox"/>				
→ where: _____						

On WEEKENDS (<i>not including Friday nights</i>)?	3 or more per month	1 to 2 per month	1 every 2 to 4 months	once or twice in the past year	never
a. For work commute trips to <u>downtown Denver</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. For work commute trips to elsewhere in <u>Denver</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. For work commute trips to <u>Boulder or Longmont</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. For work commute trips to <u>Fort Collins, Loveland or Greeley</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For work commute trips to somewhere else	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
→ where: _____					

11. In the past year, about how many times did you travel to the following locations for work-related trips (trips made for work purposes such as attending meetings, making deliveries, etc., but NOT the work commute)?

On WEEKDAYS (<i>including Friday nights</i>)?	5 or more per week	1 to 4 per week	1 to 3 per month	1 every 2 to 4 months	once or twice in the past year	never
a. For work-related trips to <u>downtown Denver</u>	<input type="checkbox"/>	<input type="checkbox"/>				
b. For work-related trips to elsewhere in <u>Denver</u>	<input type="checkbox"/>	<input type="checkbox"/>				
c. For work-related trips to <u>Boulder or Longmont</u>	<input type="checkbox"/>	<input type="checkbox"/>				
d. For work-related trips to <u>Fort Collins, Loveland or Greeley</u> ...	<input type="checkbox"/>	<input type="checkbox"/>				
e. For work-related trips to somewhere else	<input type="checkbox"/>	<input type="checkbox"/>				
→ where: _____						

On WEEKENDS (<i>not including Friday nights</i>)?	3 or more per month	1 to 2 per month	1 every 2 to 4 months	once or twice in the past year	never
a. For work-related trips to <u>downtown Denver</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. For work-related trips to elsewhere in <u>Denver</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. For work-related trips to <u>Boulder or Longmont</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. For work-related trips to <u>Fort Collins, Loveland or Greeley</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For work-related trips to somewhere else	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
→ where: _____					

12. In the past year, about how many times did you make trips for any purpose on Interstate 25?

On WEEKDAYS (*including Friday nights*)? 5 or more per week 1 to 4 per week 1 to 3 per month 1 every 2 to 4 months once or twice in the past year never

On WEEKENDS (*not including Friday nights*)? 3 or more per month 1 to 2 per month 1 every 2 to 4 months once or twice in the past year never

13. Do you regularly avoid traveling on I-25?

no

yes → 13a. Why? (Please check all that apply.)

I don't feel safe

it takes longer

too much congestion

other _____

14. Before taking this survey, had you heard of the North I-25 EIS Study?

no → GO TO QUESTION #15

yes → 14a. How had you heard of it? (Please check all that apply.)

newspaper articles

television

Council or Commission meeting

radio

public/community meetings

"word of mouth" from friends or family

committee meetings

don't remember

other _____

15. How would you like to be informed about matters related to the study of North I-25? (Please check all that apply.)

through a newsletter

newspaper articles

the project website <http://www.dot.state.co.us/NorthI25eis/>

ads in the newspaper

public community meetings

television or radio public service announcements

via e-mail

other _____

DEMOGRAPHIC QUESTIONS

Our last questions are to ensure a valid sample of survey responses. Again, all of your responses to this survey are completely anonymous and will be reported in group form only.

16. How old are you?

17 – 24 years old

25 – 34 years old

35 – 44 years old

45 – 54 years old

55 – 64 years old

65 years or older

17. What is your gender?

male

female

18. Do you rent or own your residence?

rent

own

19. In what type of home do you live?

one family house detached from any other houses

a duplex, townhouse, or other building with two or more apartments or condominiums

mobile home

other: _____

Thank you for completing the survey. Please return it in the enclosed postage-paid envelope to:

National Research Center, Inc.

3005 30th Street

Boulder, CO 80301

If you have any questions about this survey, please contact Erin Caldwell via e-mail: erin@n-r-c.com or phone toll-free 1-877-467-2462.

If you would like more information about the North I-25 EIS study, please call the project hotline at (970) 352-5455 or visit the project website at <http://www.CDOT.info/NorthI25eis/>

Survey of Potentially Affected Business Owners

The Colorado Department of Transportation is studying several alternatives in Northern Colorado to alleviate congestion on I-25 and make travel safer. The range of alternatives includes improvements to the roadway system and/or to the transit system. Each alternative would have different effects on businesses. As part of our investigation of the potential social and economic effects in the study area, we are contacting all local businesses that may be affected as a result of these alternatives.

In order to determine potential effects on your business and employees, we would like you to answer ten (10) questions. Your answers will be used to help identify which alternative is eventually chosen and to quantify social and economic impacts in the Environmental Impact Statement (EIS) that is required for this project. All of the answers you give about your business will remain confidential. All the data we gather will be discussed in general terms in order to protect the privacy of your business and your employees.

1. Name of business _____
2. How long has your business been at this location? _____
3. What types of services does your business provide?

4. How many full-time and part-time employees are employed at this location?
Full-Time _____ Part-Time _____
5. What percentage of the employees at your company are unskilled workers, e.g., manual laborers? What percentage are skilled or professional workers, e.g., electricians or engineers?
According to the US Department of Labor "unskilled labor" is labor that requires less than two years of training or experience; "skilled labor" is labor requiring at least two years of training or experience; and "Professional" means a qualified person who holds at least a United States baccalaureate degree or a foreign equivalent degree and who is a member of the professions.
a. % Unskilled _____ b. % Skilled or Professional _____
6. Approximately how many minority employees (i.e., African American, Native American, Asian, or Latino) are employed at this location? [Actual number or percentage]
Full-Time _____ Part-Time _____
7. Does a minority person or persons own this business?
 Yes No If Yes, Which minority group? _____
8. Are you aware of any transportation issues that your employees may have? [For instance: a long commute to work, restrictions preventing use of vehicle to get to work, etc...]. Please elaborate.
 Yes: Details _____
 No

Survey of Potentially Affected Business Owners

9. Please estimate the percentage of employees using the following modes of transportation to get to work:

% Vehicle _____

% Bus/Transit _____

% Walk _____

% Bicycle _____

% Other _____

10. Had you heard of the North I-25 EIS prior to receiving this survey?

Yes No

11. If yes, where did you hear about it?

Newspaper articles

Television

Word of mouth

Radio

Public community meetings

Council/Commission meeting

Committee meetings

Other: _____

Don't remember

12. How do you prefer to receive information about the North I-25 EIS?

Newspaper articles

Public service announcements

Through a newsletter

The project Web site

Ads in the newspaper

Via E-mail

Public community meetings

Other: _____

Survey of Potentially Affected Business Owners

Please return the completed survey in the envelope provided. If you are not presently occupying this address, or if there are multiple businesses at this address, please provide us with a contact or contacts who may be able to answer these questions. If you would prefer to complete this survey over the phone please contact Lindsey Larson with PRACO at 303-779-3383.

For questions pertaining to this survey or to the North I-25 project or to be added to the project mailing list, please contact Lindsey Larson with PRACO at 303-779-3383 or visit the project website at <http://www.dot.state.co.us/northI25eis/index.cfm>.

Esta inspección se puede hacer disponible en el español sobre el pedido. **Contact info??**

Comments:

Thank you for your participation!

Meeting Summary

Southern Connectivity Public Meeting
Southwest Weld County Complex
Longmont
November 15, 2006



Purpose

The Southern Connectivity Public Meetings were held to introduce the Sugar Mill to North Metro connection that has been developed in response to public's request for a commuter rail connection that would connect North Colorado to Denver without traveling through Boulder.

Presentation

The presentation introduced the two connections under consideration. Representatives from CDOT, FHWA, FHU, Carter-Burgess, and PRACO were available for questions and comments.

Attendance

There were 27 recorded attendees at the meeting.

Questions and Comments Received

Questions and comments were gathered through comment sheets, postings on presentation boards, and verbal conversations with project representatives.

1. Add "Maximize Ridership" to the objectives for the Longmont to North Metro study.
2. Adding one additional lane of pavement on I-25 does not seem enough.
3. If safety is a big issue, tolled lanes will exclude general population putting them at more risk.
4. What is crash rate for the general purpose lane verses tolled?
5. Package A - Why is rail proposed along CR 7 when there is room in I-25 ROW?
6. Those provisions for rail are already on I-25?
7. What about WCR 13 and Huron to relieve congestion?
8. In No Action improvements to SH 66 are already proposed.
9. Not using the I-25 median so that you can use it later makes no sense.
10. Makes more sense to place rail near populated area. Have it closer to Tri-towns where growth potential is currently higher verses Erie.
11. I'm right on CR 7. The train would be 50 feet from my bedroom.
12. Did you take the old Union Pacific ROW into consideration?

Meeting Summary

Southern Connectivity Public Meeting
Southwest Weld County Complex
Longmont
November 15, 2006



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13. Why not go along Frontage Road?
14. Why not have the rail go along the east side of I-25?
15. There are subdivisions that straddle WCR 7 at WCR 7 and SH 52. This would impact future plans for the subdivision with a rail going right through.
16. Move I-25 over to run CR along I-25.
17. Have you worked with Weld County on this?
18. If you are worried about wetlands why not use I-25?
19. Impacts would be less along I-25 for the environment. Don't use CR 7.
20. Avoid the west side of I-25 wetlands.
21. Why not go out on 66? Fewer Businesses on 66 to Impact.
22. Are there Ecologists working on the project to evaluate wetlands?
23. The rail would decrease traffic on CR 7 and prevent need to widen it. 1000 people on one train are better than 1000 people in 1000 cars! In favor of the rail on CR 7.
24. Safety during the winter will be an issue. There will be no crashes on the rail, but more lanes on I-25 will mean more accidents.
25. Developments with build up around transit verses adding more lanes to I-25.
26. Would rather have one rail verses 125 cars go by my house like I currently have.
27. Where will the future 8-10 lanes up north go? Denver is grid-locked and width expansion is limited. Won't all those cars just back up farther down I-25?
28. Are there studies on what will happen without I-25 lane expansion?
29. What are you doing about transit oriented development?
30. If you don't think transit will be used why are park-n-Rides currently full along I-25?
31. Have you considered parking at the station locations?
32. Where does Union Pacific go from St. Vrain Junction now?
33. Is the abandoned rail corridor the standard 50 foot width?
34. How do you determine who will drive to get on at a station verses if it is in their own backyard?

Meeting Summary

Southern Connectivity Public Meeting
Southwest Weld County Complex
Longmont
November 15, 2006



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35. Did you factor in existing and planned local transit services and connecting rail to those lines?
36. If you run on SH 14 you eliminate need for feeder bus to rail.
37. Station site at WCR 7 and SH 52 better because of the major activity line on SH 52.
38. Will the study look at noise and vibration?
39. Cannot go through wetlands that you are currently going through.
40. What rates higher on avoiding impacts to: a bedroom window 50 ft. away or wetlands?
41. Less likely to use rail if it just passes a mile away from my house.
42. I like the idea of no rail connection to north metro line from Longmont.

Meeting Summary

Southern Connectivity Public Meeting
Northglenn Recreation Center
November 13, 2006



Purpose

The Southern Connectivity Public Meetings were held to introduce the Sugar Mill to North Metro connection that has been developed in response to public's request for a commuter rail connection that would connect North Colorado to Denver without traveling through Boulder.

Presentation

The presentation introduced the two connections under consideration. Representatives from CDOT, FHWA, FHU, Carter-Burgess, and PRACO were available for questions and comments.

Attendance

There were 10 recorded attendees at the meeting.

Questions and Comments Received

Questions and comments were gathered through comment sheets, postings on presentation boards, and verbal conversations with project representatives.

1. Q: Why can't you impact the bike path near 112th and community center and shift I-25 in that direction?
2. Don't take our garage. Our subdivision backs up to I-25.
3. It doesn't seem like you are solving the bottleneck near 104th.
4. We have concerns about noise moving closer to our house.
5. Q: How many lanes up to SH 119?
6. What is the time period for improvements in our area near 104th?
7. Safety concerns regarding 128th at Dry Creek. There are lots of accidents.
8. Q: Is this the same process that was followed for T-REX?
9. Q: Could the funding for this be put up to a vote?
10. Q: Is this on the same schedule as T-REX?
11. Q: What is RTD's role relative to CDOT?
12. Q: How will this impact our homes in Northglenn?
13. Q: Will the current wooden noise fence be kept?

Meeting Summary

Southern Connectivity Public Meeting
Northglenn Recreation Center
November 13, 2006



information. cooperation. transportation.

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14. Q: Can Roadway move west between 104th and 120th to provide more room?
 15. Q: Would metrovision affect our property?
 16. We saw blueprints last February which showed a sound wall in our backyard. Is it still there?
 17. Will you put up a concrete barrier before construction?
 18. How do you get involved with DRCOG metrovision?
 19. Has there been meetings for public since you were last here in Thornton?
 20. If you go any further, we can't hear anything in our backyard. Even one lane, will increase the noise.
 21. Safety is a huge issue. We deal with flying tires crashing into people's yards. Prefer having concrete walls for safety. Don't care about losing view of mountains. We are concerned about wall height. Short ones don't help.
 22. There is trash between noise wall and CDOT ROW fence. It causes a problem with rats near 104th.

Meeting Summary

Level Three Screening Town Hall Meeting
Milliken Town Hall
February 16, 2006

Purpose

The Level Three Screening town hall meetings took place to present the eight packages that were developed and evaluated during Level Three Screening, and to recommend which alternatives would move forward into the Draft Environmental Impact Statement.

Attendance

There were 17 recorded attendees at the meeting.

Questions and Comments Received

Questions and comments were gathered through comment sheets, postings on presentation boards, and verbal conversations with project representatives.

1. With central and west rail alignments won't environmental impacts translate into money?
2. Would existing track be leased from the railroad?
3. On both alternatives, what are the plans for the interchanges? Will they be upgraded or replaced?
4. US 54 is horrible and the interchange at SH 392 needs work.
5. If we do these changes, how much space will that take up? Will it impact median and businesses along the highway?
6. East part of the highway is only for semis. Are you considering that?
7. Toll road won't do much because truckers won't pay more than they do now.
8. This is looking at long period of time. In the mean time I'm not sure how I-25 and US 34 can function until the intersection is improved. Can you stop their growth?
9. I thought CDOT had control of access. That is how it is on SH 402. Put the squeeze on central.
10. Assume you have population studies, what do they show in terms of growth? How does it impact?
11. From the model info, which is the better alternative?
12. With west, are you trying to move development off I-25?
13. I don't see somebody on west side of Greeley driving to US 287 to take rail.
14. You see new development further out along E-470.

Meeting Summary

Level Three Screening Town Hall Meeting
Milliken Town Hall
February 16, 2006



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-
15. People on the east will drive or use bus if you put transit on west side.
 16. If you had rail/bus along I-25 it might mean more traffic on transit.
 17. The only way to get people to ride rail is to not make improvements to the highway.
 18. You have chosen commuter rail over light rail. Why? For safety?
 19. What about ROW issues?
 20. My property borders I-25, if the highway is expanded I won't be able to talk to people in my front yard.
 21. In committee meetings, who goes from Johnstown?
 22. Heard rumors that they might widen WCR 13.
 23. What questions have you heard at other meetings?

Meeting Summary

Level Three Screening Town Hall Meeting
Southwest Weld County Complex
Longmont
February 15, 2006



Purpose

The Level Three Screening town hall meetings took place to present the eight packages that were developed and evaluated during Level Three Screening, and to recommend which alternatives would move forward into the Draft Environmental Impact Statement.

Attendance

There were 28 recorded attendees at the meeting.

Questions and Comments Received

Questions and comments were gathered through comment sheets, postings on presentation boards, and verbal conversations with project representatives.

1. Have the railroads agreed to shared use?
2. What is the frequency? I am not sure double tracking is necessary.
3. If taking freight for passenger where does freight go?
4. What is more expensive, freight or passenger?
5. If growth is moving east, does it make sense to send people west for transit?
6. Are LAL meant to encourage toll lanes?
7. E-470 has to raise rates as there aren't enough users.
8. Have we done toll projections?
9. Don't we already have problems at SH 7 for installing tolls?
10. Are you planning to acquire more property on the southern end?
11. Why do you want access to my property?
12. Is the service road along I-25 CDOT ROW?
13. What happens to access if frontage road becomes part of highway? Will we loose access?
14. You have been collecting materials/information since 1999. What is the projected date for doing something?
15. Could you talk about US 85?

Meeting Summary

Level Three Screening Town Hall Meeting
Southwest Weld County Complex
Longmont
February 15, 2006



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16. Weld County has dangerous roads. Have you considered that?
17. Package B lacks east-west connection, which isn't beneficial if you are going from Loveland to Greeley.
18. Ridership for much of the toll lane is overestimated use and underestimates transit rail ridership.
19. What is the FasTracks plan along I-25?
20. What speed will the rail go?
21. I don't understand VPD figures like WCR 13.
22. On the Web site under capacity inters of people per hour, do you count people or cars?
23. Are we allowed to consider number of people who come out of Wyoming who want the train?

Meeting Summary

Level Three Screening Town Hall Meeting
Harmony Library, Fort Collins
February 7, 2006



Purpose

The Level Three Screening town hall meetings took place to present the eight packages that were developed and evaluated during Level Three Screening, and to recommend which alternatives would move forward into the Draft Environmental Impact Statement.

Attendance

There were 49 recorded attendees at the meeting.

Questions and Comments Received

Questions and comments were gathered through comment sheets, postings on presentation boards, and verbal conversations with project representatives.

1. High speed rail on I-25 is the obvious choice. High speed rail was sabotaged in the last round of public meetings. BRT is ideal for an urban corridor, but on I-25 BRT is ludicrous. BRT on US 287 would be appropriate. Feel this project is rigged with meaningless transit alternatives. Poor communication by consultant team. Recommend public reject this project, and go back and develop meaningful transit alternatives.
2. What are funding mechanisms?
3. Will locals be involved in interchange planning?
4. Will there be opportunities to look at interim improvements?
5. Do you have to transfer CR vehicles in Longmont?
6. What are travel times for CR on I-25 central and US 287 western alignments? I find the times unacceptable.
7. How can you make assumptions about how long it takes to get from home to a station?
8. What about rail lines on both west and central? Can that positively influence economic growth?
9. We are eliminating options for future CR on I-25 if the ROW is diminishing and all of it is being bought.
10. How will you upgrade the system into a regional system?
11. How does your project address increases in gasoline prices?
12. You stated that you referenced Texas and other metro areas, but this is not Texas. Northern Colorado is not a metropolitan area.

Meeting Summary

Level Three Screening Town Hall Meeting
Harmony Library, Fort Collins
February 7, 2006



information. cooperation. transportation.

13. Projections shows only two percent of travelers will ride transit. Are we going to be paying money for something very little people use?
14. Package A offers a lot of support for current transportation needs. Northern Coloradans do a lot of short trips so Package A is good for this and it also allows for people to take advantage of transportation if they wish.
15. You project LOS D in 2030, but what are LOS levels today? Will we be experiencing gridlock in 2030?
16. What is the no build LOS?
17. Explain the feeder busses and commuter bus. Is there a difference?
18. What are the CR travel times on the track only, not including from home?
19. Is there an option for express CR service? Fewer stops?
20. Why did you select CR for Package A and not BRT and visa versa for Package B?
21. How much room is there really for mixing and matching the packages? If CR on US 287 is more costly can you substitute BRT?
22. BRT on I-25 shares lanes with HOV and HOT vehicles? Will this degrade over time?
23. Speak to the expandability of capacity for CR and BRT.
24. What are highway costs compared to CR and BRT in the DEIS packages?
25. Is CR going to share the rail line with freight?
26. What are completion dates for construction? Will things happen in phases or all at once?
27. I don't like package B since it is not rail.
28. Why is there no service to DIA from the western alignment?
29. What is the timeframe for a vote or decision on Package A and B?
30. How involved has the BNSF been so far?
31. What are bounds of gas prices you took into consideration for 2030? What about hybrid cars?
32. Population is increasing along I-25, so why not rail centralized on I-25?
33. TOD type areas are booming like in FasTracks.
34. The option where even HOVs are tolled seems problematic.

Meeting Summary

Level Three Screening Town Hall Meeting
Harmony Library, Fort Collins
February 7, 2006



35. What is happening with E-470 west of Denver?
36. Any plans to improve I-25 in Northern Colorado before your plans come into place?
37. Do toll fees on I-25 help pay for maintenance on frontage roads?
38. What is CDOT doing in regards to working with the Super Slab group?

Meeting Summary

Level Three Screening Town Hall Meeting
Greeley Recreation Center
February 6, 2006

Purpose

The Level Three Screening town hall meetings took place to present the eight packages that were developed and evaluated during Level Three Screening, and to recommend which alternatives would move forward into the Draft Environmental Impact Statement.

Attendance

There were 19 recorded attendees at the meeting.

Questions and Comments Received

Questions and comments were gathered through comment sheets, postings on presentation boards, and verbal conversations with project representatives.

1. What exactly is HOT?
2. How much did east-west connections pay part in your north-south modeling? What about rail east-west or diagonally?
3. HOT uses existing or new roads/lanes. Does that mean you might make US 34 a toll road?
4. US 34 is already congested and you want to add busses onto the road?
5. I don't think people will want to take a feeder bus to I-25 to get on another bus.
6. Are you addressing travel on bus between cities?
7. Is Colorado congestion going to be like L.A. on US 85 and I-25?
8. Building more highway lanes entices people to drive. You need to provide more transit opportunities.
9. CR west alignment is more cost effective, but Cheyenne is a major up and coming population center, what about that I-25 linkage?
10. How did you find that ridership on CR is higher than on bus?
11. Bus and BRT has to deal with accidents and vehicle problems where CR is less likely to be held up by these kinds of problems.
12. Limits of the study to 2030. There seem to be a lot of predictions that Weld County will be a major population center in 2025. Package B makes no sense, Package A at least spreads out travel options and serves the citizens that will be spending the money building it. A more balanced, diversified transit solution may be very welcome.
13. Why is Package B any good at all?

Meeting Summary

Level Three Screening Town Hall Meeting
Greeley Recreation Center
February 6, 2006



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14. Looks like Package A is deluxe and Package B is second best. Is Package A more expensive?
15. Who funds rail and bus?
16. One problem with CR is that people need to find a way to get to final destination from their CR stations. Are you looking at solving this issue? Can you force development near stations?
17. Is your travel time modeling based on projected increases in congestion, specifically on US 85?
18. Did you look at impacts of Super Slab or new airport in Ault?
19. How much uncertainty would you need if you were to evaluate beyond study area and beyond 2030?
20. Is your model already off by five percent or so?
21. Is it 24/7 transit service?
22. Who would manage transit? We need guidance support from MPO to help define a transit authority.
23. If you are to partner with MPO whose goals are to provide regional multimodal transportation, shouldn't your packages reflect that? Package A does, B not so much.
24. What are the differences in travel time to bus from CR on I-25 and US 287?
25. Are you working with John Peacock at CTA?
26. Local jurisdiction controls a lot of the land use. Things may change in the future especially on US 85. How much of what local jurisdictions plan play a part in your decisions?
27. Could a new EIS in five years after land use changes have different results and put rail on US 85?
28. An EIS is a decision informing document, not decision making. Narrowing and limiting your options seems flawed.
29. If this were done north of Seattle is would be done very differently. You aren't constrained to do it only this way.
30. Think outside the box. Keep flexibility and create something that won't make an L.A. in 2030. I don't see how adding to I-25 will solve anything. Congestion is terrible today and we need to change the way we plan or we'll end up with and L.A. situation.

Meeting Summary

Level Three Screening Town Hall Meeting
Greeley Recreation Center
February 6, 2006

NORTH I-25
EIS



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31. Is there a faster more direct way to get to Denver rather than going through Boulder?
 32. Implementing package a would that proved quicker relief?
 33. There is an existing Denver bus service that goes from SH 119 on US 287 into downtown Denver.

Meeting Summary

Level Three Screening Town Hall Meeting
Loveland Public Library
February 2, 2006



Purpose

The Level Three Screening town hall meetings took place to present the eight packages that were developed and evaluated during Level Three Screening, and to recommend which alternatives would move forward into the Draft Environmental Impact Statement.

Attendance

There were 32 recorded attendees at the meeting.

Questions and Comments Received

Questions and comments were gathered through comment sheets, postings on presentation boards, and verbal conversations with project representatives.

1. How to compare VHT in 2006 vs. 2030 VHT?
2. How does the percent of transit traffic compare to highway traffic?
3. Additional ROW easements for six or eight lane sections will need to be purchased?
4. SH 52 south to CR 7, can this be expanded to eight lanes with restriping.
5. Did you measure peak hours, worst case a.m. and p.m., for LOS?
6. Was a cost applied to safety among alternative management lanes packages?
7. How does eight lanes compare to HOV, HOT and toll during hours of congestion?
8. What is definition of commuter? How many miles for a commute?
9. Can private transit operators operate in the corridor?
10. Do transit riders pay own way?
11. Has monorail been considered?
12. Study of those with and without drivers licenses? Potential ridership source.
13. Funding for feeder routes? How will locals operate?
14. Are feeder route costs included in evaluations of alternatives and packages?
15. Are employment/shopping locations considered in modeling? Stops and stations should be located near employment and shopping.
16. CDOT needs to compare notes with NCEDC or Northern Colorado Economic Development Council. Do you need contact info?

Meeting Summary

Level Three Screening Town Hall Meeting
Loveland Public Library
February 2, 2006



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17. Is ridership modeled with cost for the rider? Ridership is dependent on fare.
18. Number of users for transit has a direct correlation to the cost of fare.
19. What was fare cost assumed?
20. What are the available hours that transit will operate?
21. Review central corridor for employment and other growth with NCEDC.
22. For BRT in Fort Collins, is it on Harmony?
23. Need to Test Public Acceptance of toll lanes. Any type of toll?
24. Roads and streets should be public.
25. Tolling only works with GP congestion.
26. What is point of toll roads?
27. Transit is not a good option for construction workers. Now a six lane section is awesome. Barriers are difficult to maintain snow removal.
28. With CR there are a fewer number of stops compared to CB. Favor package with CB due to more stops.
29. Prefer CR, but want to go to DIA. Why should Colorado residents in north pay tolls and Denver does not?
30. Think outside box. 2030 cost of oil, conventional vehicles are not practical with expensive oil. Electric vehicles, one out at Europe transit, what is most affordable method of transportation beyond 2030?
31. Tolling differentiates between rich and poor.
32. Funding if it all goes to I-25 corridor then what happens to funding for east-west state highways?
33. Bring public, western attitude towards transit.
34. Educate public and change culture from car to transit. Consider how to best serve the public and look globally.
35. Aging population, mobility and accessibility land use, transportation planning must be coordinated.
36. Development needs to increase funding to transportation impacts system wide.

Meeting Summary

Level Three Screening Town Hall Meeting
Loveland Public Library
February 2, 2006



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37. Bike trails are an integral part of the transportation system.
38. Any federal funding available?
39. Can Exit 254 funding be provided by feds? If trucking stops America stops.
40. Is there a reason why eight lanes does not receive more consideration?
41. Eight lane section is better for private transit providers with less congestion.
42. Why does CR not go to Denver?
43. Any studies that verify if you build it they will come?
44. Projected population 2030?
45. Is inflation included with the cost estimates?
46. Acquire ROW now for identified corridors.
47. For Transit to work local plans must be coordinated. Transit options, grid systems which support transit developments.
48. Grid system is important for highway operation. Parallel arterials could reduce demand on I-25.
49. Commuter Rail in central corridor.
50. Timeline for project completion?
51. When do you expect DEIS for public review?
52. DEIS packages moving forward look good to business community.
53. How to gage public input? Do some groups/individuals have more influence?
54. City of Loveland Transportation Advisory Board meets the first Monday of every month.
55. Commuter Rail! We can't build enough lanes to keep up and stay safe. People wouldn't have to own cars to get an appropriate job. Even though it will be hard we must change our car culture. Hold off on extra lanes. Lanes are used. Development must pay own way. Municipalities must cooperate. Think of parking at transit stops.

Meeting Summary

Level Three Screening Town Hall Meeting
Longmont Museum
February 1, 2006

Purpose

The Level Three Screening town hall meetings took place to present the eight packages that were developed and evaluated during Level Three Screening, and to recommend which alternatives would move forward into the Draft Environmental Impact Statement.

Attendance

There were 42 recorded attendees at the meeting.

Questions and Comments Received

Questions and comments were gathered through comment sheets, postings on presentation boards, and verbal conversations with project representatives.

1. When would construction begin? How much would it cost?
2. Widen I-25 thru Weld County and you will wind up with heavy congestion. Pressure to develop that area is high. Eight lanes will make it worse.
3. Transit saves auto maintenance money.
4. Are EIS packages locked in? What happened to CR on I-25?
5. Explain modeling, how do you assess congestion? Travel demand forecasting, DRCOG, NFRMPO?
6. I commute SH 52 to I-25 and congestion is bad. Is there any chance of commuter bus on SH 52?
7. Have you considered reversible lanes for peak travel hours?
8. A lot of accidents happen near Mead.
9. Do stations include park-n-Rides?
10. CR on US 287 doesn't seem reasonable. Direct line to DUS would be nice.
11. What is the interim plan since construction won't begin for at least 10 yrs?
12. People ride rail over bus. Greeley and Weld County expects tremendous growth. Why not build rail? People will ride it.
13. Does, CR become more feasible or cost effective beyond 2030, say in 50 years?
14. Is US 287 CR at grade crossing?

Meeting Summary

Level Three Screening Town Hall Meeting
Longmont Museum
February 1, 2006



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15. Front Range Commuter Rail from Cheyenne to Pueblo, FRCR is a non-profit looking for funding.
16. Talk about other I-25 projects in particular I-25 and Highway 34.
17. Is the Huron and Colorado Blvd expansion in your plan?
18. Will the lowest costing package most likely be committed?
19. Does CDOT enforce HOV lanes? So we don't have more dummies riding as carpoolers?
20. What types of noise will come from commuter rail? Looking at light rail because it is quieter?
21. SH 52 up toward SH 66 has become very dangerous. SH 7 area used to be bottleneck, but it's now moved north. We need more highway lanes. They give a lot of relief.
22. Rail transportation for both people & freight must be a part of the plan.

Meeting Summary

Level Three Screening Town Hall Meeting
Mead Town Hall
January 31, 2006

Purpose

The Level Three Screening town hall meetings took place to present the eight packages that were developed and evaluated during Level Three Screening, and to recommend which alternatives would move forward into the Draft Environmental Impact Statement.

Attendance

There were 17 recorded attendees at the meeting.

Questions and Comments Received

Questions and comments were gathered through comment sheets, postings on presentation boards, and verbal conversations with project representatives.

1. SH 52 and SH 66 roadway improvements, six to eight lanes.
2. Design of shelf waiting for funding. ROW purchased SH 52 to SH 119 and ROW needed at SH 119 to SH 66.
3. How many feet of ROW is required, straight sections?
4. No upgrade needed at SH 66 and I-25. It will be upgraded with other projects.
5. HOT, does it mean HOV and Toll?
6. Will the access tunnel be closed on SH 52 north?
7. Will accesses be built to new standards if replaced?
8. Wetlands along I-25.
9. Main purpose of HOT to provide choice or as a means to pay for facility?
10. Tolling on E-470 are well below opening day projections need to adjust model and verify accuracy for tolling model assumptions.
11. Where do you buy the transponders for E-470?
12. Package A, sharing ROW with BNSF freight rail, is this reasonable to assume you can share?
13. Possibility of moving BNSF completely?
14. MARTA, Atlanta, Europe and Japanese "Mistake". Technology was reviewed early in process. HSR screened out no significant rise in ridership.
15. My property backs up to I-25. What noise mitigation will be provided?

Meeting Summary

Level Three Screening Town Hall Meeting
Mead Town Hall
January 31, 2006



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16. Package A, Package B, transit alternatives.
17. Is projected growth considered?
18. Elimination of frontage roads? Why?
19. What about people who use frontage roads instead of I-25?
20. Why can't the speed limit be lowered? It is so dangerous right on the bumper.
21. Parallel arterials, is this a CDOT project?
22. Package B forces all/most north-south traffic to I-25 Corridor. Package A is more north to south and more east to west transit connections which is critical as lots of folks do not drive.
23. How to educate community to use transit alternative?
24. Congestion management?
25. Safety replacement of GR with cable rail.
26. PNR along I-25?
27. Will it require payment?
28. Funding for busses, is this CDOT money?
29. Seem when a lane is built it is too late.
30. Why build roads? They attract traffic.
31. Document will look at phased improvements.
32. It is all about money.
33. Super Slab -There are toll road out east, why not move focus on this?
34. Which state has best DOT?
35. Are you communicating with other state DOTs?
36. Consider construction zones on I-25 and mitigation money for alternative transit.
37. Gold plating CR does not need double track. Thirty minute service is generous.

Meeting Summary

Level Three Screening Town Hall Meeting
Gilcrest Valley High School
January 30, 2006



Purpose

The Level Three Screening town hall meetings took place to present the eight packages that were developed and evaluated during Level Three Screening, and to recommend which alternatives would move forward into the Draft Environmental Impact Statement.

Attendance

There were 8 recorded attendees at the meeting.

Questions and Comments Received

Questions and comments were gathered through comment sheets, postings on presentation boards, and verbal conversations with project representatives.

1. Concerned about local access.
2. Is this related to the last study done?
3. Is there a timeline for improvements outlined in last study?
4. US 287/US 85 improvements would take traffic off I-25.
5. Bad accidents mean stop lights. They could close intersections instead.
6. Was concerned about closing intersections in Gilcrest.
7. I hate driving on US 85. There is so much traffic on it now.
8. One closure that was planned was for Min St, is that still planned?
9. Are those decisions still final?
10. It's amazing how well traffic moves along I-25 where it has six lanes now.
11. Heard that Exit 254 will be closing.
12. Don't like toll roads. I've been on E-470 and it once cost \$6. I won't do that again.
13. Where do these alternatives go now?
14. Will state widen north of SH 66 or does that depend on this study?

Meeting Summary

Level Three Screening Town Hall Meeting
Thornton City Hall
January 26, 2006



Purpose

The Level Three Screening town hall meetings took place to present the eight packages that were developed and evaluated during Level Three Screening, and to recommend which alternatives would move forward into the Draft Environmental Impact Statement.

Attendance

There were 12 recorded attendees at the meeting.

Questions and Comments Received

Questions and comments were gathered through comment sheets, postings on presentation boards, and verbal conversations with project representatives.

1. Has CDOT considered commuter rail on I-25 from Fort Collins to Denver?
2. Why was CR connection between US 287 and I-25 on Highway 119? Yore not utilizing rail to its fullest capabilities.
3. Tri-town area and all of I-25 corridor will soon boom with development and not adding Highway 119 connection will leave out many people.
4. Packages don't show any connection to DIA from Northglenn/Thornton. Demand is high for this type of airport service.
5. Did presence of E-470 toll road defer from your decision to go to DIA?
6. CR west: do your cost estimates reflect the use of existing BNSF rail line?
7. You seem to be divorcing from the Front Range Commuter Rail/Bob Briggs effort why?
8. All highway improvements are from E-470 North?
9. Is there room for additional HOT lanes on I-25 and US 36?
10. When you say BRT and CB are less costly than CR, are you using operational or capital cost?
11. Are you working with FasTracks? North Metro study did not involve public. Has FasTracks already been set in stone?
12. Eight lanes end at E-470. Will this cause problems down South? Bottleneck effect?
13. Who will actually make the decision?
14. I live at 109th Ave. east of I-25. Have they studied sound there? Secondly I am 60 feet from I-25, will I lose my home? When does this funding for this become available?

Meeting Summary

Level Three Screening Town Hall Meeting
Thornton City Hall
January 26, 2006



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15. Huge concern about dumping cars at E-470 for eight lanes into six.
16. Wood fences DO NOT work as sound walls. There is horrendous noise at homes that don't meet noise criteria; you need to raise that criteria.
17. My homes noise level is just as bad now as it was before the eight foot sound wall was built.
18. Any noise/pollution studies being done between 104th and 120th?
19. Can you reroute truckers around town on E-470?
20. Do tolls go on indefinitely or until road is paid for?
21. Has future growth been calculated into ridership?
22. Everyone out east has no rail option, only bus. Transit on west and east do not compete whereas transit on I-25 competes with west and east. Sprawl is also an issue. Need strong feeder system bus.
23. I live in Northglenn at 109th and I-25 and the noise is horrible.
24. Why do you need to enter my property? I don't think this study will help anything.
25. Do you accommodate people with disabilities?
26. What will happen?
27. My house at 109th would most likely be directly impacted. Package 8 runs through my backyard. How long do I have to dump my house on someone else?
28. The value of my home will decrease if highway is expanded.
29. Will highway eliminate bike path on east side of I-25?
30. It looks like my house is ok on Package A, but then on Package B it runs right over my house.
31. Will you consider alternatives to noise mitigation such as making a quieter road surfaces, etc?
32. What is the highway made of at south end of T-REX? It's very quiet.
33. Are you saying that you are trying to reverse development by putting CR on the west?
34. Regardless of what happens in this study, growth is happening, traffic is increasing, people that live next to I-25 will have to deal with it forever.

Meeting Summary

Level Three Screening Town Hall Meeting
Thornton City Hall
January 26, 2006



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35. There are significant issues not only in Northglenn and Thornton but also further south to US 36. A lot of residential communities in this area.

36. Did you ever consider an elevated highway?

Meeting Summary

Level Three Screening Town Hall Meeting
Frederick Town Hall
January 25, 2006



Purpose

The Level Three Screening town hall meetings took place to present the eight packages that were developed and evaluated during Level Three Screening, and to recommend which alternatives would move forward into the Draft Environmental Impact Statement.

Attendance

There were 26 recorded attendees at the meeting.

Questions and Comments Received

Questions and comments were gathered through comment sheets, postings on presentation boards, and verbal conversations with project representatives.

1. Was Package A once Package 7?
2. What is difference between bus services, commuter bus vs. BRT?
3. Would BRT be used on major roads?
4. Difference between A & B, how many people will they move without expanding before 2030?
5. Which of the two would be easier to expand in 2030?
6. In 2030/2050 could trains run every 10 minutes and still be safe?
7. Is the east loop a dead issue? Would Super Slab effect it?
8. What is assumed population for area in 2030?
9. Is FasTracks light rail?
10. Living in Erie I can get anyplace today. They solved most issues in Chicago with rail.
11. Can CR go on rail that is there from Fort Collins to Denver without a transfer?
12. Existing rails present safety issues with grade crossings.
13. How much need for eminent domain will there be in each package?
14. Most towns along western alignment wave build along rail. ED develops along transportation I-25 could have the same kind of draw have you looked at economic development impacts?
15. Has there been discussion about cost to individual fare, toll and parking?

Meeting Summary

Level Three Screening Town Hall Meeting
Frederick Town Hall
January 25, 2006



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16. Purchasing ROW, where is that now with BNSF? Are they purchasable? Could help finance more east for railroads.
 17. What is time frame for completing study and beginning construction?
 18. Are we looking at T-REX situation?
 19. With the western railroad will we share rails with freight rail?
 20. Do commuter trains have performance over freight?
 21. When considering funding could stations be opened for private development?
 22. Citizen participation notices at post office.

Meeting Summary

Level Three Screening Town Hall Meeting
Windsor Community Center
January 24, 2006



Purpose

The Level Three Screening town hall meetings took place to present the eight packages that were developed and evaluated during Level Three Screening, and to recommend which alternatives would move forward into the Draft Environmental Impact Statement.

Attendance

There were 39 recorded attendees at the meeting.

Questions and Comments Received

Questions and comments were gathered through comment sheets, postings on presentation boards, and verbal conversations with project representatives.

1. Option B tolls collected to assist in capital cost or are tolls used to reduce use of Highway GP lanes?
2. Will tolls price be similar to cost on E-470?
3. Hate to apply business logic to highway logic but what about pricing on toll lanes?
4. Who are we limiting on limited access highways?
5. Central rail has less impacts on endanger species?
6. Was cost of west CR alignment on environmental included in analysis?
7. Will final proposal be A, B or combination of A and B?
8. Pink routes are feeder routes and is this part of funding packages?
9. It is time to get in year 2030 by adding rail routes to Fort Collins to Denver. Station spacing comparable in Level 3 Screening.
10. No brainer! Need to consider trains! Embrace train!
11. Package B has more congestion to I-25.
12. What will stations be? PNR multilevel?
13. Number of transfers west for CR?
14. Which alternative uses the least amount of land?
15. Impact SH 392 and I-25 interchange. North I-25 interchange design clearance.
16. 25-30 year design outlook is short sighted.

Meeting Summary

Level Three Screening Town Hall Meeting
Windsor Community Center
January 24, 2006



17. Change way of thinking in regards to public transit.
18. Access roads to Johnson's Corner keep truckers safe. Provide access to Exit 254 Johnson's Corner.
19. Forget Boulder, most people want to go to Denver.
20. Were private transit providers considered during design?
21. Why was US 85 not considered for CR due to projected growth in Greeley?
22. Disappointed no alternative C with more transit.
23. Reality of transit is CDOT committed to looking at CR?
24. Purchase ROW now for future use.
25. Are there human nature factors considered with tolling option?
26. Who would use CB/BRT/CR?
27. Can trucks be restricted? Move trucks to the right lane.
28. Have parallel arterials been considered?
29. Coordination between EAS/EIS/EOS?
30. Prioritization of interchanges reconstruction and how does SH 392 work into this?
31. Is private Super Slab toll road a possibility?
32. Electronic monitoring devices to catch super speeders.
33. Permission to enter, want a person to talk to.
34. Submit for public and agency review? Are we starting over the process?
35. Be aware of ROW acquisitions and condemnation as we move into ROW process.
36. Package B tolls: What is purpose of collecting tolls? CR is more expensive, are tolls used to deter drivers?
37. Not happy with CDOT's approach to tolling. Higher toll costs during peak hours, according to congestion.
38. Why not lower toll rates and accommodate service more people?
39. Explain LAL who are we limiting?

Meeting Summary

Level Three Screening Town Hall Meeting
Windsor Community Center
January 24, 2006



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40. Endangered species impacts? Isn't it illegal to have any?
41. North I-25 needs to work better with SH 392 EOS and others to communicate what will best solve our transportation issues.
42. Land will be more expensive in 30 plus years. Why don't we acquire all the land along I-25 so at least we have it for future use.
43. Was mitigation included in the use of CR alignment?
44. Are feeder bus routes parts of your funding package?
45. Travel time and ridership on CR was destination the same?
46. Do you have to change trains to get to Denver?

Meeting Summary

Level Three Screening Town Hall Meeting
Aztlan Community Center, Fort Collins
January 23, 2006



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Purpose

The Level Three Screening town hall meetings took place to present the eight packages that were developed and evaluated during Level Three Screening, and to recommend which alternatives would move forward into the Draft Environmental Impact Statement.

Attendance

There were 64 recorded attendees at the meeting.

Questions and Comments Received

Questions and comments were gathered through comment forms, postings on presentation boards, and verbal conversations with project representatives.

Comment Forms

There are development interests at all interchanges. It would be helpful to have individual interchange meetings. We're also concerned about what is happening to the east. Timnath and the City of Fort Collins need to coordinate information and land use issues. I'm concerned about categories of improvements and want to look at alternatives to diamonds so that less land is impacted. There is a possibility of adding a new interchange at Kector. How does adding new interchanges benefit the highway system and how will it impact the local transportation? Vine Street is on the City plan for a new interchange and should be analyzed in the EIS. We are more comfortable with Vine than Kector. Incremental improvements make sense. Does CDOT update the models with changed land use? A lot is changing from the NFRMPO model projections done years ago. Changing land use from industrial to commercial greatly affects transportation on those roads.

Kathleen Bracke
City of Fort Collins
kbracke@fcgov.com

I attended the Town Hall meeting last night in Fort Collins. You ran out of handouts with the two packages and I was told they were on the Web site and I could find them there. I'm having a hard time finding them. Please send me a PDF of the materials handed out at the meeting. Also of note, I arrived at 6 p.m. not realizing that the presentation began at 5 p.m. You might want to emphasize on your promotional materials that the entire time is presentation and Q&A rather than an open house. Thank you.

Ann Hutchison
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Meeting Summary

Level Three Screening Town Hall Meeting
Aztlan Community Center, Fort Collins
January 23, 2006



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I have concerns related to floodplains, drainage, and wildlife and wetlands, especially bald eagles. All interchanges impact wildlife or wetlands. Our role is to make sure CDOT works closely with corps, division of wildlife, etc. Natural Area Program with City has very specific policies.

Doug Moore
City of Fort Collins
dmoore@fcgov.com

Additional Comments

1. With Option B are tolls collected to assist in capital cost or are tolls used to reduce use of Highway GP lanes?
2. Will toll price be similar to cost on E-470?
3. Where are the costs of alternatives?
4. Package A's weakness is it ends in Longmont and most commuters want to go to Denver metro area.
5. What is transit time for the CR west alignment?
6. How are costs of (plus or minus) \$1.5 billion accounted for as a funding mechanism?
7. What is the travel time for all packages and all models?
8. Why is commuter bus not available now? Why wait?
9. There are gridlocks and bad conditions on I-25 now. Why wait 30 years?
10. What is timeframe to reach Fort Collins?
11. No public transit from Loveland to Longmont.
12. Why does B transit only go to the south end and A transit goes to north end of Fort Collins?
13. How does BRT work in the College area?
14. Pop density used to 100K for planning.
15. When does the 30 year study period start?
16. People have choices in living and work locations. Do we consider impacts to people's choices due to packages? What is impact on land use?
17. Have improvements to north/south arterials been considered in modeling?

Meeting Summary

Level Three Screening Town Hall Meeting
Aztlan Community Center, Fort Collins
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18. Choice has impact on economies. I'm amazed at consideration of eight lane highway facility. Isn't this an environmental study?
19. How does regional funding impact local funding?
20. How do the fling options address needs in GP lanes?
21. Are GP lanes and toll lanes paid for by individual user or by general funds?
22. Need for study driven by growth. Why do we allow development to occur? Why not charge (+ or -) \$300 per new house? For new residents?
23. People do not like to pay for unplanned growth.
24. Toll roads leads to a 2-tier society and public transportation system should be open to all.
25. Electric transit options are not pollution free.
26. Motorcycles get 50 mile per gallon, but current conditions are not safe for motorcycles.
27. What are the effects of gasoline supplies and pricing?
28. Type of road surface?
29. LCCA of alternative modes of transportation.
30. Why do Colorado toll roads have different costs than other systems? Why have both (pay tolls) on line and not at exit?
31. The Autobahn in Europe has lower costs for repairs do to material and thickness.
32. How will ROW be acquired for design? Design expands outside or inside?
33. No tolls on T-REX. Should entire state pay for improvements in northern Colorado?
34. Did we look at tolling on old Boulder turn pike?
35. What are you doing about truck traffic?
36. What type of rail transit is used with commuter rail?
37. Were rail crossings considered in cost? Impacts to E-14 traffic?
38. Autobahn built with much thicker concrete and costs less to maintain.
39. Are property values affected when the highway is widened?
40. Will the highway be widened from the outside or inside?

Meeting Summary

Level Three Screening Town Hall Meeting
Aztlan Community Center, Fort Collins
January 23, 2006



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41. No company paid for T-REX and there were no tolls. Shouldn't Denver pay for our roads?
42. Will you be tolling existing highways?
43. Encourage everyone here to get in touch with your legislators. CDOT needs its fair share of money.
44. Did you investigate US 36 Toll? It paid for itself in half the time because it was a toll road and restricted access.
45. Most of the cars on I-25 from Fort Collins to Denver have one person. Transport now has 32 vans running on natural gas.
46. What are you going to do with major truck traffic problems?
47. What type of rail transit on US 287?
48. Is rail crossing safety equipment factored in?
49. Where are costs? How can I approve any if I cannot see costs?
50. Package A has a weakness. It ends in Longmont.
51. Travel time for CR?
52. How will costs be supported?
53. Travel times for transit and highway from Greeley and all need answer.
54. Why not run bus now from Fort Collins to Denver?
55. I drive the highway twice a week. At Dacono there is a gridlock. What's the timeframe to do anything? Police in Fort Collins and Greeley are concerned we'll have gridlock in 10 years. Traffic has doubled, almost tripled, in 1 ½ years.
56. I like the transit from Loveland to Longmont in Package A.
57. A lot of growth in northern Fort Collins. Why is Package B only to southern Fort Collins for transit?
58. Population density.
59. Seattle/Portland rapid transit is the best system.
60. With Fort Collins local transit, how will local and federal funds from this project be used to enhance Fort Collins?

Meeting Summary

Level Three Screening Town Hall Meeting
Aztlan Community Center, Fort Collins
January 23, 2006



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61. Package B is not really expanding on the highway. Will toll/HOV be over sufficient? Can toll become "cheaper" than a tax increase? Which option will be more economical?
62. Some communities don't allow more growth where road capacity can't handle them. Why does CDOT allow development? Let's charge each new home \$300 to pay for the \$1.5 billion to expand.
63. Take into account gas price increases over the next 50 years.
64. If you don't take into account the change in gas prices you won't find a good system. We have already found all the oil we will find.
65. will new roads be built with cement? Asphalt uses gasoline.
66. Need to do something now, not later. Growth is here.
67. The longer we wait the more it will cost.
68. Consider SPVR at Harmony for turning trains.
69. Stations at 25th (Longmont) Berthoud station could be eliminated to reduce cost and improve travel time.
70. Need to stay away from fossil fuel (diesel).
71. How long will it take to get from Fort Collins to Denver on commuter bus?
72. Can you operate an express bus from Fort Collins to Denver?
73. What year is this for? I don't know why we are even here we will be dead by then.
74. Is there an agenda for this? You started at five? In the past you have had an open house.
75. You have been talking about trying to build a self-supporting line of even 50 miles when 12-15 miles tends to struggle.
76. Would you consider opening with fewer stations on the western line in order to save travel time and station cost and then add them back in later?
77. I would be very disappointed if you didn't build rail. I would rather ride rail than get on I-25 but I'm not going to go all the way to Boulder to get to Denver. I think toll roads are terrific. I would use those any time.
78. Eliminating I-25 would be stupid. It is an established truck stop that I have used.

Meeting Summary

Level Two Screening Public Meeting
Radisson Hotel, Longmont
June 23, 2005



Purpose

The Level Two Screening public meetings took place to present the Level Two Screening alternative evaluation results and the recommended alternatives that would be further developed and evaluated in the Level Three Screening process.

Attendance

There were 27 recorded attendees at the meeting.

Questions and Comments Received

Questions and comments were gathered through comment sheets, postings on presentation boards, and verbal conversations with project representatives.

1. US 36 to Denver is not local to local. We need local to local.
2. N I-25 to DIA uses Boulder branch from Erie to Brighton- US 85 to E-470, E-470 to DIA.
3. Ace is buying a transit. Bring it to Denver as it's currently stopped west of Denver.
4. Cheyenne airport bus to DIA ridership should be in commuter RTD numbers.
5. Consider shoulder-like lanes, grades, and frontage roads for a biking corridor. Especially north of SH 66. Have separation of bike and pedestrian, as bike travel requires higher speed.
6. PNR at highway 66 instead of Sugar Mill. Pleasantly serviced.
7. Avoids SH congestion and makes northern connections. Move inside- split end of line service - take pressure off of Main Street.
8. Passengers from Cheyenne would love a rail connection to the airport. Can you figure them into the special events ridership?
9. You'll need fairly substantial improvements along US 287 to get a funding passed for this area as will Greeley, Ft Lupton and Brighton, along US 85.
10. CR system will need a bike rack to give commuters maximum options.
11. Would like to see improvements to I-25/56 interchange.
12. Why are there different environmental considerations for managed lanes 46B and 46D, for tolls and current existing impacts?
13. Show amount of traffic usage for each alternative with screening.

Meeting Summary

Level Two Screening Public Meeting
Radisson Hotel, Longmont
June 23, 2005



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14. To add train visitation, some systems compliment commuter service with special evening service offering dining.
15. The rolling terrain for CR will affect its engineering and it will be different.
16. Rate E would turn I-25 into a high growth corridor like Colfax.
17. Should stick with existing rail corridors to help control growth to current communities.
18. Greeley needs to get some transit service.
19. Are you saying it is I-25 that drives the study and what happens on US 85 and US 287? Is it incidental to how they address issues on I-25 and are they not looking at city to city travel?
20. It appears the commute is east to west not north to south.
21. The radio reports incidents on I-25 east-west facilities.
22. CR needs to drop out skips of Loveland and Berthoud. It zig zags and has long travel time.
23. Compliment highway results- I-25 needs widening.
24. Consider DIA CR to airport instead of bus.

Meeting Summary

Level Two Screening Public Meeting
Loveland Police and Court Building
June 21, 2005



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Purpose

The Level Two Screening public meetings took place to present the Level Two Screening alternative evaluation results and the recommended alternatives that would be further developed and evaluated in the Level Three Screening process.

Attendance

There were 24 recorded attendees at the meeting.

Questions and Comments Received

Questions and comments were gathered through comment sheets, postings on presentation boards, and verbal conversations with project representatives.

1. US 36 to Denver is not local to local. We need local to local.
2. N I-25 to DIA use Boulder branch from Erie to Brighton- US 85 to E-470, E-470 to DIA.
3. No left turn exits-all clear span structures. Roadway design is sufficient to accommodate jet engine landings. No trucks allowed in innermost lane. Variable message signing should indicate what lane an accident is in either text or symbols such that the driver can get into the moving lane early.
4. She lives in Highland Meadows in Windsor, Larimer County near Loveland. Since the construction of CR 5, the neighborhood has had issues with traffic noise from vehicles, including construction vehicles using CR 5. She has contacted several agencies for resolution and has suggested several options including:
 1. Constructing a roundabout at CR 5 and Highland Meadows as a traffic calming measure.
 2. Using different pavement material to reduce the noise.
 3. Constructing a beam between road and houses
5. Owns property and a business on the north side of US 34, east of I-25 and west of CR 3. He is concerned about impacts to his property with the interchange improvements at US 34 and I-25. Concern for his employees if the business is taken. He drives a truck along I-25 as part of his business.
6. Lives in Loveland on the west side of I-25 along CR 7. She indicated that if the arterial improvements are done that it would impact her property that has been in her family for generations. She will attend the next meeting to determine if the arterials will move forward as a viable alternative. She will provide formal comments at that meeting. If the arterials are not included in the next phase she will coordinate with Weld County on the arterial road improvements.
7. No one in Loveland wants to go to Greeley (Hwy 85) to catch transportation to Denver.

Meeting Summary

Level Two Screening Public Meeting
Loveland Police and Court Building
June 21, 2005



information. cooperation. transportation.

8. Consider Super Slab and how it affects I-25 volumes.
9. Model options are important to those unwilling to drive to Denver (elderly, handicapped)- therefore ridership is not the only concern
10. Frontage roads are too close to I-25. Especially at night, the headlights overlap.
11. Public built stations with houses and lots.
12. Private entry on the service.
13. City needs station (team with shamrock).
14. People need to know when it is coming. Have shelter and need information.
15. Would like to see CR in the mix. Tech jobs in Fort Collins are leaving people to commute to Longmont.
16. Would like it to run from Fort Collins to Boulder.
17. Buses can be as nice as CR if it runs in its own lane.
18. Need bus stations at major intersections, need bus stations with protected shelters, and to attract riders buses need to run 24 hours a day. Bus shelters stations are critical to shifting travelers from the automotive to mass transit. Private enterprise would work best. Also most people consider buses as third class citizen mode of transportation. Need to encourage/change the way people think by making mass transit more attractive.
19. Were cost association fuels considered during screening? With fuel costs increasing such cost should be included in the screening criteria.
20. Improve bus systems to increase ridership make bus systems more rider friendly.
21. Need to put more emphasis on local commuters to develop local bus networks.
22. People avoid going to Denver because I-25 is too fast and has too much traffic.
23. Buses need to be provided and would be well used.
24. Don't eliminate transit to build highway.
25. Like Package A CR best as it serves both FasTracks lines.
26. There is an obvious bias towards highway versus transit.
27. Need an RTA to fund transit.
28. What is the difference between light rail and CR?

Meeting Summary

Level Two Screening Public Meeting
Loveland Police and Court Building
June 21, 2005



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29. Are you considering both rail and bus or will it be either/or?
 30. When more highway lanes are added, the more clogged it gets-are you predicting how fast 8 lanes will fill up? Will having alternatives such as rail, help us alleviate capacity?
 31. Is ROW adequate through north-end of study area?
 32. HOV lane is closed close to Denver and we are sitting with an empty lane open and complaining about congestion.
 33. Are you looking at linking other projects like CR to Albuquerque?
 34. Explain existing frontage roads and usage.
 35. We're doing a great job!
 36. How many times has this corridor been studied?
 37. Has thought been given to expenses after highway is built, mainly fuel?
 38. What is the status of I-25 main?
 39. Are plans including future land use plans from surrounding communities?
 40. The bus system in Loveland today is not user friendly.
 41. What consideration has been done for pay-as-you-go improvements vs. pay in future?
 42. I rode a bike here today. People will ride an alternative transit.
 43. US 34 / I-25 interchange needs to be addressed now.
 44. Are you coordinating with communities to improve transit and other local improvements?

Meeting Summary

Level Two Screening Public Meeting
Lincoln Center, Fort Collins
June 17, 2005



Purpose

The Level Two Screening public meetings took place to present the Level Two Screening alternative evaluation results and the recommended alternatives that would be further developed and evaluated in the Level Three Screening process.

Attendance

There were 62 recorded attendees at the meeting.

Questions and Comments Received

Questions and comments were gathered through comment sheets, postings on presentation boards, and verbal conversations with project representatives.

1. Highway report notes don't identify whether an alternative serves the population and employment centers, but transit boards do.
2. Fuel prices will rise soon due to decrease in oil production, so alternative roads will be favored.
3. I think more people will be traveling to Denver for high tech jobs.
4. I don't use transit much and probably won't in future.
5. Interested in wildlife crossing. What species are considered? What species will be impacted the most?
6. Current transit wait time doesn't invoice use.
7. Lots of traffic between Fort Collins and alternative.
8. I'm Colorblind. Label the lines differently.
9. Look beyond 2030. We will all be here past then.
10. Alternative fuels should be considered.
11. Link to the airport with the alternatives.
12. Ninety minutes is too long. No person will express interest in local train to DIA. Compare trains verses gas.
13. BRT on Mason St and in Longmont as hub.
14. Don't spend Federal fuel tax dollars on improvements that are not available to those who pay the taxes (i.e. don't make me pay for HOV lanes I won't use, or buses I won't use, or trains I won't use).

Meeting Summary

Level Two Screening Public Meeting
Lincoln Center, Fort Collins
June 17, 2005



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15. Please provide a white paper outlining FRA safety requirements for passenger rail cars. I want to know why we can't use European stuff on US rails.
16. Please evaluate using European passenger rail equipment on alignments that do not share freight rights-of-way (especially I-25).
17. Does the high speed rail demand forecast take growth into consideration? What about the population that will live in Fort Collins and work in Denver?
18. Shortage of funding. When will this plan happen? The 22nd century?
19. What was the difference in the time service with commuter rail verses high speed?
20. I agree that widening lanes is not forward thinking. Yet how about those technologies that are not here but are in easy reach? Innovation reads the way of the future. I'm discouraged by the same number of "S" grades given to transit options. Can they be reconsidered after input and before going to Level 3? Have shifting demographics (aging boomers) factored into the desirability of transit? Why has transit not obtained all "S" grades for safety? So I understand now that you point out that safety is considered at Level 3, but why have so many more highway options reached Level 3? All but one of the transit option received "S." What about solar electric commuter cars used in the day in Denver after disembarking commuter train? Monthly user fee to ride and drive?
21. There are not many choices around accidents on I-25. It needs alterative routes.
22. Agree that high speed rail is too costly.
23. One difficulty with rail is that it is not flexible.
24. Buses make the most sense.
25. Rail advantages are its reliability to go even in harsh weather less use of fossil fuels.
26. Like the limited access alternative.
27. I like the idea of TDM, vanpools or carpools.
28. I would like to see something more than just widening highways or adding more pavement.
29. I think the commuter rail alternative along the BN line is the best. It should be in town so people won't have to drive or can just take a short bus ride.
30. Concerned about increased traffic and noise on CR 5. There would be accumulative impacts widening CR 5 and we will see a decrease in property value.
31. Make sure you are coordinating with the truckers' distribution centers that are located along I-25 and close to I-25.

Meeting Summary

Level Two Screening Public Meeting
Lincoln Center, Fort Collins
June 17, 2005



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32. Put a hospital in the center development. Emergency access is a big concern.
33. I would like to see transit (rail). I am not interested in seeing more lanes being built.
34. Ballot measures C&D would override Tabor. Would that money be use on widening I-25?
35. Would like the transit to connect to FasTracks.
36. SH392/CR 5 residents are concerned with improvements to county roads to improve I-25.
37. Why is the cost of toll per mile more than HOT? Why so much more than general purpose?
38. Why are there less environmental impacts for toll and limited access lanes than eight lanes?
39. Why does commuter rail get a NI on US 285 and highway gets U for purpose and need?
40. A lot of the information is repetitive.
41. Need to consider the future when developing costs.
42. Would like a single summary of the major findings of the meeting.
43. If commuter rail were to be an option how and when can commuter rail take advantage of existing rails?
44. Why is capacity not directly proportional to increased lane age? If you increase the number of lanes by 50% (4 lane to Greeley), the expected certainly does not necessarily increase by 50%. Why?
45. Has the impact of Super Slab been taken into consideration?
46. If light rail is considered as an option, will we be working with the individual communities to identify station locations?
47. What is the difference between light rail and heavy rail?
48. Can we still commute on the process? Adventure?
49. Why was safety not considered for transit?
50. Why does commuter rail rate get a NI while US 287 and US 85 improvements rated U?
51. Will rail be incorporated in each package? If rail is included, then no matter what alternative is chosen there will be rail. Rail is very expensive!

Meeting Summary

Level Two Screening Public Meeting
Lincoln Center, Fort Collins
June 17, 2005



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52. Study area is I-25 corridor. Transit linkage to the airport without going to downtown Denver would be nice.
53. What is the study costing to date?
54. Are you giving weight to more highway equals more cars equaling more gas when rail would lessen oil use?
55. Do they have to have highway and transit in the Level 3 packaged alternatives? Is it based on the numbers?
56. Local communities can charge a fee. What would it take for CDOT to work with local communities?
57. Seems like balance of cost, but public and private trains have less cost for a person. Use car for personal insurance.
58. Will you look at alternatives and how they impact land use?
59. Influence developments and how people move around.
60. Hybrid vehicles on the highway. It is naturally hard to get people out of their cars.
61. Troubling aspect of most transit is what are people going there for?
62. I don't understand adding a third lanes being funded by federal and state money.
63. Thrilled to take a train to Denver. About 50 family members along the way to Denver.
64. You're not going to have enough track. If you don't have an express tram you will not get finders. You need to take an aggressive approach. Rail that needs to be super sized like highway.
65. How extensive were the environmental studies?
66. HSR is 250 MPH x 70 MPH.
67. Would like a definition of the difference between CR and HRS.
68. It seems odd that we continue widening highways when it doesn't help. We need to think long term.
69. What is the criteria for practicability? How do we dig deeper? How is it relative to costs and environment?
70. What are the past and present efforts regarding urban area transportation lessons learned?

Meeting Summary

Level Two Screening Public Meeting
Lincoln Center, Fort Collins
June 17, 2005



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71. Cost is a big factor in evaluation. Did you consider safety and medical? There is no comparison between highway and rail.
 72. I heard HOV/HOT do not provide much improvement over regular lanes.
 73. Colorado builds and rebuilds. It is obsolete. If you put in CR can infrastructure be used for another technology?
 74. Ninety minutes is too long. No one will ride.
 75. Direct connection to DIA would be better. Look at a spur along E-470.
 76. In the future I'm looking forward to more choices.
 77. Is CDOT willing to work with Fort Collins on Mason Street?
 78. What about Longmont as a hub?
 79. You came to different conclusion than TAFS.
 80. How much weight does air quality have in this evaluation?

Meeting Summary

Level Two Screening Public Meeting
Greeley Recreation Center
June 15, 2005



Purpose

The Level Two Screening public meetings took place to present the Level Two Screening alternative evaluation results and the recommended alternatives that would be further developed and evaluated in the Level Three Screening process.

Attendance

There were 14 recorded attendees at the meeting.

Questions and Comments Received

Questions and comments were gathered through comment sheets, postings on presentation boards, and verbal conversations with project representatives.

1. Should only improve roads that are already there. No new roads.
2. Would like a train from these towns to Denver.
3. Glad to see that rail alternative are still being considered.
4. It makes sense to have rail that goes up I-25 and then have spurs that go along SH 34 to Loveland & Greeley or go along SH 119.
5. Should put transportation improvements where they won't mess up open space and views. Save them!
6. Agree that the front range toll road wouldn't take that much traffic from I-25.
7. Should consider a rail spur from I-25 out to Ft. Lupton.
8. Like widening I-25.
9. Distinguishing between this and the Super Slab project.
10. Liked graphics and presentation materials.
11. Disappointed there is not much focus on US 85.
12. Think growth in Weld County.
13. US 85 is just now getting stop lights from Denver north through Brighton.
14. Weld County is looking at improving O Street and doesn't want it between SH 392 and US 34.
15. Likes BRT more flexibility and easier to connect to other routes.

Meeting Summary

Level Two Screening Public Meeting
Greeley Recreation Center
June 15, 2005



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16. Concerns about US 85 lights not being synchronized.
17. Does model use existing signals and plan them out to 2030? Does this cause people to change routes?
18. Concerns about SH 392 and I-25 interchange.
19. Concerns about lights on US 85 and congestion to Denver.
20. Concerns about O Street project.
21. Understands need for I-25 improvements. EIS process and meetings are helpful to understanding.
22. Need to identify highways SH 53 or SH 49. If this alternative is rated satisfactory, we need to provide more information to identify.
23. Has the Super Slab been considered with respect to traffic model? How much traffic would be taken from I-25 if the Super Slab were developed?
24. Need to use different types of transportation because we hate to see land swallowed up.
25. It is unsafe to travel 75 MPH on I-25. I still travel 65 and am the only one going that speed.
26. SH 52 to SH7 to 76 River Valley, gravel trucks and 50 car or more backed up at these signals.
27. Loop power point of where we have been to where we are now.
28. Noise from I-25 is very loud at the Larimer County Fairgrounds.
29. The City has an office by Josephine Jones Park (sunflowers). It is also very noisy. It seems that the road surface in that area is the cause.
30. How do you guarantee that access remains limited on the HOT?
31. Add Collector to the Glossary.
32. I-25 should not be a barrier to bicyclist and pedestrians. Many safe crossings should be provided to accommodate modes other than cars to cross I-25.
33. Bike and Pedestrians facilities should be considered, especially between communities.
34. Highway alternative 39C is better from an environmental rating than alternative 39D (not what is shown).
35. Good to compare what we have at this meeting with presentation at next public meeting.

Meeting Summary

Level Two Screening Public Meeting
Greeley Recreation Center
June 15, 2005



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36. We should discuss land use implications or alternatives.
37. Sensitivity test on model to look at more or less signals on US 85?
38. bicycles
39. Ft Lupton commuter rail.
40. Commuter rail up I-25.
41. Buy ROW early.
42. Windsor Bus to I-25 commuter rail.
43. Park-n-ride
44. Disabled people make up 22% of Greeley and 21% of Colorado population.
45. Send them out in a more timely manner, day before.
46. Back roads are hard to reach.
47. Concerned about the Super Slab toll road because my home/property is in the middle of the 12 mile wide swath. Highway problems should be highest priority for limited state and federal financing. This area is not going to be dense enough in populations even in the next 25 years to justify a rail solution.
48. Once this study is done in Denver will there be a study to go farther south?
49. Consideration to noise pollution to this area?
50. At the I-25 and HWY 287 the classifications for commuter rail seem like a good deal. Can we see why you would do that? Can you have an off ramp to Greeley and Fort Collins?
51. In 2030 or 2050 the population growth in Greeley is high.
52. What happens with analysis of Super Slab?
53. Interested in eastern side of I-25. I don't see a connection to DIA. Land prices are going up and it appears that going to the west may not be like going to the east for parking. More communities on both sides of I-25 not just west of E-470. Already having problems getting land. Greeley is already having its own discussion about getting to I-25.
54. When this EIS is done how long is it good for before you have to study again? What is the shelf life?

Meeting Summary

Level Two Screening Public Meeting
Greeley Recreation Center
June 15, 2005

NORTH I-25
EIS



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55. City council is concerned about US 85 signals looking at expressway status. Though the potential for putting in interchanges is slim could it be modeled, signals with interchanges?

Meeting Summary

Level One Screening Public Meeting
Greeley Recreation Center
October 28, 2004



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17. Longmont to Boulder and Broomfield to Boulder means travel is missing.
18. Significant east-west problem may be as great as north-south problem. Are we coordinating with other east-west studies?
19. Are there Web site links to other transportation studies?
20. With westerly growth in Greeley, won't park-n-Ride be required?
21. Light rail is not shown for Greeley.
22. CR: 3 of 4 stars
23. Can we see some trip length comparisons?
24. Why use light rail (cost/low speed) when there are faster and less expensive alternatives?
25. What additional amenities can be added to CR to make it more business person friendly?
26. Service, reliability, and travel time during peak times are the most attractive features.
27. End points of alignments may not be actual trip ends. Need to consider local distributors. Single ticketing for mixed mode trips.
28. Which technology is less polluting? Quieter?
29. Are the vehicles bigger and are they needing special lanes to accommodate these vehicles?
30. Has anyone tried this in adverse weather? Would it have priority?
31. Do we have comments about the negative image of buses? Need communities and shelter info.
32. Looking at the alternatives-how did you arrive at them? Why are there stops at Broomfield? Connect to existing.
33. The decisions [for alternatives] were made on what kinds of factors?
34. Travel time on system- doesn't include time to get on/off system- 15-20 minutes ride to transit.
35. People move to areas for easy transit access.
36. Have we estimated the capacity costs?
37. Systems linking together-could these technologies be feeders?

Meeting Summary

Level One Screening Public Meeting
Greeley Recreation Center
October 28, 2004



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38. Travel times- 1 or 2 hours- not yet specified.
39. Does bus go faster than light rail?
40. Express bus is great. Transportation terminal should be integrated to connect to DIA, downtown and Colorado Springs.
41. Who will provide service? They will need to coordinate with existing service.
42. Could a private company use BRT system to take people from Greeley to DIA? They could pay for using lanes.

Meeting Summary

Level One Screening Public Meeting
Lincoln Center, Fort Collins
October 26, 2004



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Purpose

The purpose of the Level One Screening public meetings was to introduce the types of technologies and alternatives being considered during Level One Screening, share information on criteria used to evaluate the alternatives in Level Two Screening, and outline the environmental data collection process.

Attendance

There were 58 recorded attendees at the meeting.

Questions and Comments Received

Comment Forms

1. Please consider wildlife crossing and connectivity between habitats.
2. This project will surely influence the future trajectory of growth and development along the Front Range. Please use mass transit as a tool to direct growth to existing city/town centers rather than encouraging long term dependence on the automobile.
3. Widening highways to reduce traffic congestion is like loosening your belt to try to lose weight. Please use this wisdom as a guiding principle.
4. None of the alternatives seem to stand alone. Start creating combined alternatives.

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1. More maps in the presentation (i.e. Highway 7 mentioned in Super High Speed- where?).
2. Demand forecast - Mode can create demand. Travel behavior may increase with transit.
3. Evaluation criteria to 3rd parties- i.e.: freight rail
4. Schedule- Clarify. When can we see the end result of the study?
5. Make additional presentation materials available on Web site. The land use/travel patterns showed many more charts than handouts.
6. On the evidence presented this evening, commuter rail seems preferable.

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Verbal Comments

1. Have you not heard about the trucking roadway? Safety is enhanced.
2. Building more roads means more traffic and the demand for cars, fuel and pollution increases.
3. Different speeds on HOV lanes. Go faster and attract more users.

Meeting Summary

Level One Screening Public Meeting
Lincoln Center, Fort Collins
October 26, 2004



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4. High speed HOV lanes coupled with other systems. Transportation terminals with 24 hours a day operations.
5. Additional lanes on US 287.
6. Encourage fuel efficiency lanes as incentives.
7. Highway vs. transit- you know people will use the highways.
8. The whole package with rail? Can they all fit in the same corridor?
9. Happening in 20 years, but using it for many years to come. Are materials for the roadway being looked at? Plan for 100 years. Are other aspects being looked at such as tires?
10. In analysis is the cost per traveler looked at? Benefits per user?
11. Look at the big picture with the cost/benefit analysis. Impacts on public, health, nitrogen deposition in RMVP and other pollutants.
12. Numerous studies say that 1,500 of major roadways with more than 20,000 ADT equals 6% increase in health problems.
13. Low income communities will be considered and thank us for that.
14. Happy with the railroad.
15. Widening roadways is like loosening your belt. Is that your philosophy?
16. Any smart roadway systems looked at? What are the travel time criteria?
17. What is the data for states that already expanded highways? Was there any kind of success? No.
18. Arterial alignments are good ideas. However, Timberline is a bad traffic jam. Consider TDM before building new roadways.
19. With the arterial road alternative, does the county bare the cost to build the road?
20. I used to be able to drive from one end of Fort Collins in five minutes, but I no longer can. We are ahead of the ball and we need to move people faster. Glad we're looking at it now.
21. How do the highways interact with the other alternatives?
22. Is there a correlation between willingness to pay the toll and length of the trip?
23. Are there studies that show that people look for other alternatives or just plan on being in traffic longer?

Meeting Summary

Level One Screening Public Meeting
Lincoln Center, Fort Collins
October 26, 2004



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24. Do stand alone alternatives out of the stove pipe (North-South) and expand the options (East-West) combination of alternatives.
25. State funded improvements? East-West corridors could be built by county and city?
26. When does cost and environment get discussed?
27. What is the goal of the EIS? Reduce air pollution? Noise? Travel Safety? Transit and human behavioral component not discussed.
28. Are the number of accidents and deaths looked at?
29. What are the programmed capacity improvements?
30. New arterials, during high demand take out truck traffic. Split slow moving traffic during peak periods.
31. What are the goals for time to Fort Collins to Denver ridership, convenience, time and concern?
32. Are you ruling out High Speed Rail?
33. What is the time difference on commuter verses high speed rail?
34. High Speed Rail costs more than commuter and is less flexible. What is the number of people who can use each system and the cost per passenger?
35. High speed does not offer many stations downtown to downtown. BNSF alignment is curvy.
36. What are the times of operation? Will it be 24/7?
37. Are you looking at transportation to DIA or Grand Junction?
38. Is the High Speed rail option ruled out?
39. What would people be willing to spend from Fort Collins to Denver?
40. Light rail has standing and seating. Commuter rail you sit. High Speed allows you to plug into internet. Increase tolerance with the type of amenities.
41. Commuter Rail is a great alternative! Is the cost low? Will we compensate railroads?
42. Is High Speed Rail separate?
43. Is High Speed Rail like a Celta system?
44. Why is there no east-west alignment for commuter and high speed rail?

Meeting Summary

Level One Screening Public Meeting
Lincoln Center, Fort Collins
October 26, 2004



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45. Everything I've read says that train lines are not used or are underused. Are trains good for all? And is the capacity on rails correct?
46. What is the typical speed between stations on commuter rail?
47. Is there a possibility of upgrading or going faster?
48. Would commuter rail be in conjunction with another transit option?
49. In the traffic flow analysis there is high traffic between Broomfield and Boulder. Why is this not shown on maps?
50. What kind of speed is there for light rail?
51. What is a person's tolerance for standing?
52. Are people scared to stand at 50 mph?
53. Start with bus, go to light rail and then to commuter rail, please.
54. Do alternatives contain multiple routes?
55. Capitol costs and amounts are different. Why?
56. What type of fuel does BRT use? What type of fare would it charge?
57. Could buses be retro fitted to use alternative fuels?
58. Has there been a study about ridership considering the negative image of bus verses the positive image of rail?
59. What are the operating costs per year? What about the cost per hour?
60. Can you figure out the cost for a longer period of time?
61. Buses are not user friendly. You need shelter, etc. so people will use it.
62. Are all modes evaluated on how many cars will be removed from I-25?
63. Not sure high speed rail is faster. What will take longer to get to the station? Evaluate time it takes from where they leave home.
64. Transit authorities put together tax money and then turn it over to private operators so fare matches cost of ride.
65. Rail lines in the transit corridor have no east/west bound ability. It has got to have lateral mobility for it to work.
66. Shamrock shuttle operates to airport and is privately run.

Meeting Summary

Level One Screening Public Meeting
Greeley Recreation Center
October 28, 2004

Purpose

The purpose of the Level One Screening public meetings was to introduce the types of technologies and alternatives being considered during Level One Screening, share information on criteria used to evaluate the alternatives in Level Two Screening, and outline the environmental data collection process.

Attendance

There were 17 recorded attendees at the meeting.

Questions and Comments Received

Questions and comments were gathered through comment sheets, postings on presentation boards, and verbal conversations with project representatives.

1. Do HOV lanes encourage carpools?
2. What has the experience been with Denver's HOV?
3. What is the practicability of studies like this with respect to funding?
4. What is the planning horizon, 30 years? It could be longer.
5. Some elements are being funded, like WCR 13.
6. Are there any incentives for developers to pay some of the cost?
7. I get frustrated when developers do not provide infrastructure: schools, roads, etc.
8. Developers are required to pay for roads and for the studies of the roads.
9. Technologies may change within 30 years.
10. Why CR 49? Would it create sprawl? I'm against that.
11. Will we look at a combination of lines?
12. Possible stations? Fare collection? Will be looked at later in the study.
13. DMU- Do operating costs triple with three-car trains?
14. How accurate are the projections?
15. Are the numbers the latest/most current ones?
16. What are the advantages of Light rail vs. CR?

Meeting Summary

Level One Screening Public Meeting
Lincoln Center, Fort Collins
October 26, 2004



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67. Taxes are the price we pay for civilization. How will you balance population east verses west? Limited dollars will not allow everything.
68. Will study look at usership in the area?
69. Have we done analysis of cost of running a car verses using transit?
70. Rail adds the cost of lateral transportation.
71. Need to figure out how to pay for things today as dollars get harder to find. By time this gets done, Fort Collins will have doubled in population.
72. Does CDOT work with communities regarding development along I-25?
73. I moved here from St. Louis where they built a light rail downtown. There was no reason to take a car downtown. This can be done here.
74. If you went from Fort Collins to Denver it would not be very comfortable.

Meeting Summary

Level One Screening Public Meeting
McKee Conference and Wellness Center
Loveland
October 21, 2004



Purpose

The purpose of the Level One Screening public meetings was to introduce the types of technologies and alternatives being considered during Level One Screening, share information on criteria used to evaluate the alternatives in Level Two Screening, and outline the environmental data collection process.

Attendance

There were 22 recorded attendees at the meeting.

Questions and Comments Received

Questions and comments were gathered through comment sheets, postings on presentation boards, and verbal conversations with project representatives.

1. Is the projection conservative?
2. Travel demand projections source? What percentage of mass transit is included?
3. Are there any assumptions about capacity constraints?
4. Is there a relationship between population growth and travel demand? How are they related?
5. Date of O/D study? Growth demand in Fort Collins may not be one to one as indicated.
6. Relationship of land development and open (free) versus toll road? (i.e. E-470 and Dallas North Tollway)
7. Will alternatives be used to direct transit as a means to land use patterns?
8. Why are some travel patterns so strong and others so low?
9. Is there info on effect of transit to shape land use patterns and projections?
10. What about access to DIA- major destination from north Front Range?
11. Intraregional trips are most important- not just Denver.
12. Can we analyze growth as dictated by travel modes? What about starting with a desired plan rather than accommodating unconstrained growth?
13. The cost of housing determines living locations and that accommodates (car) travel to work because it is cheaper.
14. If you build it they will come...You can't build your way out.

Meeting Summary

Level One Screening Public Meeting
McKee Conference and Wellness Center
Loveland
October 21, 2004



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15. High speed rail travel time is not exclusive/grade separation.
16. ROW uses the same for class 7/8 position. Build a separate track.
17. Will you add additional stations and rotate? Yes, possibly.
18. Will local road alternatives require ROW acquisition of private property?
19. Will HOV lanes allow motorcycles?
20. There's a hill on 24 between 34 and Mead: raise the minimum speed limit to 70 mph to allow passing more easily (as a short term solution until money is available.)
21. Don't spend money on bike paths. They have lottery money.
22. Increasing speed will only add to the accidents numbers and straighten out the highway at 56.
23. I disagree about the comment on spending on bike path comment (don't spend money on bike paths-they have lotto). Paths to transit centers should be part of the project.
24. How long until funds start building the recommendations? They may be stale by the time funds are available.
25. Travel time on South College Street is now higher than other routes.
26. How can toll roads save time if you stop to pay tolls?
27. Toll incentives for low emission vehicles?
28. Just adding more lanes to I-25 is not the answer. We are not like L.A.
29. Adding more lanes to I-25 makes more sense for trucks than out-of-direction alternative routes.
30. Focus on improvements on east-west highways between north-south arterial roads parallel to I-25 (especially across I-25).
31. Can we somehow train and discipline our drivers by limiting passing zones for trucks and slow RVs? (i.e. stronger laws)
32. Alternate routes with signals will not divert trips from I-25. I don't use US 287 south of Loveland because it takes more time.
33. How do you reconcile "new interchanges" with "limited access lanes?" Aren't these opposing alternatives?

Meeting Summary

Level One Screening Public Meeting
McKee Conference and Wellness Center
Loveland
October 21, 2004



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34. How do you balance high population base west of I-25 with the lower cost of improvements east of I-25?
 35. I live in Loveland and would use an improved US 85.
 36. Do the costs on the handouts include all costs?
 37. Are you considering the CDOT study to move railroad freight lines east of Greeley (Ports-to-Plains) making rail lines available for transit?
 38. Will you consider improvements to SH 402? What about extending it east?
 39. I'm opposed to toll lanes.
 40. I like the current improvements to US 287. Can Longmont signals be timed better?
 41. Will you consider adding more lanes?
 42. Chances of funding for any of this?
 43. The 20-yearold "Foothills Highway" was west of Fort Collins, but went further north to Poudre River.
 44. How do they share streets?
 45. No vehicle used lanes, but could include carpool with priority for buses.
 46. Owned/operated by private or state?
 47. Convenience factor- list convenience.
 48. Which is most cost effective?
 49. How fast is rapid transit?
 50. What are the safety issues [with rapid transit]?
 51. BRT has a dedicated lane? It's not on the highway-does it have its own lane?
 52. Bus is a good system. It reduces traffic on the road. Roads are full so people might use them. People could commute more effectively.
 53. Glad we are looking at light rail- fast, efficient and clean. Might not have been light rail.
 54. Most of commuting is from Longmont to Denver- have to stop to let people on/off.
 55. CR is faster than getting in your car.

Meeting Summary

Level One Screening Public Meeting
McKee Conference and Wellness Center
Loveland
October 21, 2004



56. What is the difference between commuter and light rail?
 57. Why use light rail? Why not use CR?
 58. Pay now or pay later. Operating cost could reduce that.
 59. The population here is getting older and will depend on that.
 60. There's an AARP study that seniors don't use transit.
 61. Has there been any interface with existing bus service? Greyhound is not making money.
 62. I hate that we have to subsidize buses.
 63. Having ridden RTD to Denver- how will travel times compare? Is there a difference?
 64. We had light rail 50 years ago. The tracks were removed because it caused congestion and was not flexible enough. Buses can go with traffic so how will it be different?
 65. Time for today as growth changes timing.
 66. I don't understand how this will work if it moves with the traffic?
 67. Great deal because it moves people all over corridor- meat and potatoes system.
 68. If you didn't have them all would there be bus too?
 69. What's the feasibility of doing two or so alternatives on county roads?
 70. What are the travel times?
 71. What is the cost? \$200-500 million means nothing. What are the parking costs? Will that work with the cost?
 72. Concern about ROW and frontage road with widening the corridor.
 73. What are the bridge concerns?
 74. What security measures are being taken?
 75. Where is our growth?
 76. If FasTracks passes, what happens?
 77. A and B look good if FasTracks passes.
 78. Try to use existing tracks and saves costs.
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Meeting Summary

Level One Screening Public Meeting
McKee Conference and Wellness Center
Loveland
October 21, 2004



79. Will the rail be put over highways?
80. I-25 corridor is a better idea for a train.
81. For Loveland, high speed rail is not very accessible.
82. Station locations? Fort Collins/Loveland airport?
83. The G alternative is good for CSU/NCD school. Does it strictly isolate east/west?
84. How many stations would there be with CR? How long would it take?
85. How would the weather affect the train?
86. If they generally run off diesel is there pollution?
87. Center line seems the most fair.
88. How long until this is all operational?
89. By staying on tracks are we limited by stations?
90. Is there room for park-n-Rides?
91. How much would it cost to ride?
92. Can we add stations as we go?
93. What is the impact to the cities?
94. Park-n-Rides are great.
95. People in college towns stay as college students.
96. Fixed manufacturing jobs are decreasing in the corridor. Probably increasing hours of service industry jobs. Look at this, this is often overlooked.
97. Look back 25 years (Boulder)-No Growth Policies. Is there a present day affect we're seeing in the projections? Cap on residential development but not on jobs.
98. Service industry trips not easily defined.
99. Looks at San Francisco region, 20-25 years ago they built parallel highway systems. Are there other alternatives to pursue to prevent grid-lock in existing corridors?

Meeting Summary

Level One Screening Public Meeting
McKee Conference and Wellness Center
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October 21, 2004



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100. How do you gather non-work related trips?
101. Most population is west of I-25 but cheapest rail corridors are east of I-25. How do you reconcile this?
102. Growth areas in Commerce City and DIA: How will they be served?
103. Future connections: DIA to Union Station (CR) I-70 East for the east corridor.
104. The percentage of motorcycles in estimates seems low. How much certainty is there in future projections?
105. A lot of intraregional traffic/minimal travel to downtown Denver matches with CR alternative A, not so much alternative G.
106. Compare the alternatives to No Build.
107. East side alternative alignments require longer commutes. I-25 would be a more central location.
108. Population greater on west side, so should alignments be on west side as well? East side to be increased residential?
109. Mixed alternatives? Feeder systems to be provided?

Meeting Summary

Purpose & Need Public Meeting
Lincoln Center, Fort Collins
July 1, 2004



Purpose

The second round of open houses took place to introduce the project's Purpose and Need and further determine the issues of concern regarding the project.

Attendance

There were 78 recorded attendees at the meeting.

Questions and Comments Received

Questions and comments were gathered through comment forms, postings on presentation boards, and verbal conversations with project representatives.

Comment Forms

I would encourage this project's management to ensure the final solution provides incremental segmenting of LONG TERM solutions to the undoubtedly significant and continuing growth along the northern most portions of I-25.

Donna Hanks
8233 Three Eagles Dr.
Fort Collins, CO 80528
donnathom@frii.com

I would like to see the practicality of the various transportations be part of the study. What I mean is how practical are they in terms of user needs/wants. Be able to get where they want to go when they want to go, at a good speed and reasonable cost.

Don Homan
1626 Adriel Cir
Fort Collins, CO 80524
donhoman@jymis.com

I am with the Cheyenne MPO. In the past the Cheyenne MPO and WYDOT have been on past CDOT studies, including the CDOT rail study and the CDOT North Front Range Rail Study, and the US 287 by-pass study as steering members.

Tom Mason
Director of Cheyenne MPO
2101 O'Neil Ave.
Cheyenne, WY 82001
tmason@cheyennecity.org

Too often, transportation planning and management is side tracked as a growth management tool, rather than a fundamental recognition of mobility among a growing population. Additionally, the cost of infrastructure has escalated well beyond the cost of materials.

Joe Rowan
621 Gilgalad Way
Fort Collins, CO 80526
joe@fundingpartners.org

Meeting Summary

Purpose & Need Public Meeting
Lincoln Center, Fort Collins
July 1, 2004



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Thanks for keeping in mind the need for transportation. Alternatives that are in line with future revenue streams are best. As I see it, lower wage earning population, plus lower paying jobs, plus increasing older population appears to work when the funding of most of the project.

Richard Shipman
4418 Goshawk Dr.
Fort Collins, CO 80526
richs@frii.com

I took the new northbound section of I-25 today (south of Dacono). It looks really good. If possible, could you remove the traffic barrels over the steep grade on that stretch until they actually do the median work? It's about a 1 mile stretch that trucks use.

Jack Cooksey
1037 Ogden Ct
Fort Collins, CO 80526
jcooksey@larimer.org

1. Complete rebuilding to three lanes from the end of current construction at Hwy 52 on to Hwy 14. The present roadway is inadequate and getting extremely rough in places.
2. Extend RTD bus service along I-25 to provide an alternative to automobile travel.

Robert & Barbara, Sweat
1313 Alford Street
Fort Collins, CO 80524
rsweat1313@aol.com

Doing nothing is NOT an alternative. Multipurpose lanes are a good choice. Rail-type transit to Denver is conceivable, but not financially responsible. Do NOT tell me to ride a bike.

William Welch
4305 E. Harmony Rd
Fort Collins, CO 80528
wwelch@connellresources.com

Myself and my family are in support of a passenger/commuter rail system/train that runs from Cheyenne (perhaps) to Colorado Springs. A system of this kind is overdue. Our environment can no longer support the emissions from ever increasing auto use.

Michelle Albert
6301 Compton Rd.
Fort Collins, CO 80525
michelle_emily1@msn.com

Light rail/commuter rail is the way to go. Operating costs for a bus system does not seem to include cost of maintenance for highways. Even if the use is shared with auto (no dedicated lanes), operating costs for road maintenance can be apportioned by number of opportunities.

Ann Grant
4321 E. Vine Dr.
Fort Collins, CO 80521
caryoptens@cs.com

Meeting Summary

Purpose & Need Public Meeting
Lincoln Center, Fort Collins
July 1, 2004



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It appears that the only really practical solution is some type of rail system. I think that it should be lighter than commuter rail system. Also a 30 year timeline is way too long. Every means to shorten the timeline should be exhausted. It would be great.

Merritt Hankson
4321 E. Vine Dr.
Fort Collins, CO 80524
hmohantz@cs.com

Colorado recently ranked #1 in the US in number of miles driven per vehicle per year (20,000/yr). Some say we don't have the population density to warrant the expenditure for a commuter rail (light rail not appropriate for Fort Collins to Denver distance). We MUST have a long range plan!

Angie Paccione
1331 Birch St.
Fort Collins, CO 80521
angie@angiepaccione.com

It is crucial to consider the long-term investment of the alternatives. New lanes on I-25 cost \$5-15 million per mile and can only accommodate a fixed level of traffic. From the information we received tonight, commuter rail costs \$8-15 million per mile.

Doug Ryan
P.O. Box 1190
Fort Collins, CO 80522
ryandl@co.larimer.co.us

Buses can be very hard for non-frequent riders to know where to go, etc. Where I'd use a fixed location rail readily, I would be very reluctant to use a bus. I have no confidence that CDOT will choose anything but more highway lanes, considering our cure. The final proposal should allow for growth after 2020. I.e. if rail is chosen, being able to run more frequent trains. I didn't see the (now) proven maglev technology. It is high speed. I support it. Consider the distance between Fort Collins to Denver.

Chuck Siefke
8450 Stag Hollow Rd.
Loveland, CO 80538
csiefke@starband.net

While the cost of adding new modes of transportation are typically higher than adding new lanes of highways, the increased capacities, safety records and decreased pollution impacts (some of which are hard to quantify in dollars) are offsetting factors to these.

William Stiewig
2106 Brenson Ct.
Fort Collins, CO 80526
bstiewig@aol.com

I strongly favor the rail system idea. Some of my reasons include accidents on I-25, stress reduction for commuters, easier access to Denver for seniors (20 percent of Fort Collins is retired, I believe), more flexible expansion for the future.

LeRoy Wichman
5557 Weeping Way
Fort Collins, CO 80528
leroywichman@yahoo.com

Meeting Summary

Purpose & Need Public Meeting
Lincoln Center, Fort Collins
July 1, 2004



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After living in Seattle and seeing the lack of results of six lanes (each way) on I-90, I really believe that there needs to be other ways of travel on I-25. We can't build enough lanes for cars. We need a rail-bus system that interfaces in a useable way.

Ray Rowe
707 Locust
Fort Collins, CO 80524
e@lamar.colostate.edu

Regarding purpose and need, safety: I would suggest the alternative of increased law enforcement (annual cost, various means) to counter the increase in accidents 1991 to 2001.

Regarding capacity: the eastern mobility study, I thought was to unload I-25.

George Reed
201 E. County Rd. 66E
Fort Collins, CO 80524
sue_george_reed@msn.com

I strongly favor bus rapid transit if the buses are not belching fumes and are away from auto traffic. I also prefer commuter rail with the most advanced technology. Trains are really more comfortable and convenient than buses. Adding lanes to I-25 as the very last option.

Anonymous

Additional Comments

1. I like trains! You can't rely on your car to get to Denver in a timely manner anymore.
2. Alternatives seem to lead to highway with buses, not rail.
3. Twenty year timeframe is too short. Should look to 50 years and beyond.
4. Alternatives seem to lead to highway with buses, not rail.
5. Schedule is hard to read because horizontal gridlines are needed.
6. Was a Maglev considered?
7. Compare all modes of transportation on a 100 year basis.
8. Please consider these infrastructure replacements in costs of adding roads.
9. Consider routes previously discussed on eastern boundary to relieve truck traffic on I-25.
10. Compare to the population and employment numbers in 1970.
11. I don't think TransFort has Sunday service.
12. There are so many environmental benefits to rail over widening I-25.
13. If you want to do rail, need to making it faster than the drive on I-25.
14. Need to show cost per person for different modes to get from x to y.

Meeting Summary

Purpose & Need Public Meeting
Lincoln Center, Fort Collins
July 1, 2004



15. Please have a chart which clearly defines the existing tracks in this study area.
16. From a safety standpoint, more lanes are necessary.

Meeting Summary

Purpose & Need Public Meeting
Margaret W. Carpenter Recreation Center
Thornton
June 29, 2004



Purpose

The second round of open houses took place to introduce the project's Purpose and Need and further determine the issues of concern regarding the project.

Attendance

There were 12 recorded attendees at the meeting.

Questions and Comments Received

Questions and comments were gathered through comment sheets, postings on presentation boards, and verbal conversations with project representatives.

1. Numerical ratings are more important than year built for bridge status.
2. Hwy 7 - Hwy 66 -- Is under construction now for six lanes. Map doesn't reflect current project.
3. Why not show per passenger operating costs? The per revenue hour fails to consider car capacity!

Meeting Summary

Purpose & Need Public Meeting
Loveland Museum
June 24, 2004



Purpose

The second round of open houses took place to introduce the project's Purpose and Need and further determine the issues of concern regarding the project.

Attendance

There were 36 recorded attendees at the meeting.

Questions and Comments Received

Questions and comments were gathered through comment sheets, postings on presentation boards, and verbal conversations with project representatives.

1. What about a "ferry train?" People could park their cars/trucks on the train while the train speeds to Denver. In Denver they could drive their vehicle off the train and around Denver. When they want to go home they drive their cars to the train and ride it home.
2. Widening North I-25 is NOT the answer to our congestion problems. I would like to see commuter rail from Fort Collins to Denver.
3. I like the idea of BRT because it keeps the buses in an exclusive lane and keeps cars from having to watch for buses or vice-versa. I experienced driving along side BRT in Las Vegas when I lived there and I liked it.
4. Add Weld County Minibus. Contact Patsy Drewer (Weld Co.) for details.
5. Consider special events for transit ridership (i.e. DCPA and sporting events).
6. This all looks good so far. Keep it up.
7. I believe that the project committee needs to act quickly to provide the alternative of bus transit while they undertake the lengthy study of new roads, wider lanes, etc. I-25 is in a crisis situation and needs quick resolution.
8. I believe that the only long range answer to this problem is to have some type of commuter rail or mass transportation system. If these options are chosen, I would hope that there would be some incentive for people to use these systems until our philosophy.
9. We must find an alternative to the automobile! (mostly those with one person.) I-25 north of SH 14 "at capacity 2020", no right of way to add lanes (frontage road too close now). Wellington is adding houses close to existing frontage road. Find solutions now!
10. Widen I-25 from Wellington to Denver. Get rid of intersections like I-25 and US 34, Windsor and I-25, and cloverleaves. Signs for more awareness for motorcycles. Our main safety concern is ROW violations. Make people aware of motorcyclists!

Meeting Summary

Purpose & Need Public Meeting
Loveland Museum
June 24, 2004

NORTH I-25
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11. Seemed to be a clear split between the road, roads and more roads cult, and the "think rail" contingent. I support the latter. The reason everybody drives is because there is no alternative. DO NOT DROP the non-road alternatives! We have season tickets.

Meeting Summary

Purpose & Need Public Meeting
Evans Recreation Center, Evans
June 22, 2004



Purpose

The second round of open houses took place to introduce the project's Purpose and Need and further determine the issues of concern regarding the project.

Attendance

There were 14 recorded attendees at the meeting.

Questions and Comments Received

Questions and comments were gathered through comment sheets, postings on presentation boards, and verbal conversations with project representatives.

1. Having commuter trains during peak hours from Fort Collins to Denver is a good idea. Even something just from 160th south would be usable for trips to the ball game.
2. Improvements are definitely needed to I-25.
3. Should consider HOV lane with express bus service.
4. Like to see RTD/TransFort/The Bus develop a regional plan for working together. Want to see Greeley/Fort Collins transit bus merge in with RTD to provide better service and expand service (routes/days times).
5. Don't like driving at high speeds with all this traffic. It isn't big enough to handle traffic today.
6. Mass bus transit will not relieve congestion on highways.
7. DCPA and other retail spots in downtown could offer reduced fares.
8. Freight rail would likely pay for commuter rail use.
9. Behavior modification is very difficult in the west.
10. Do not ignore travel between cities.
11. If highway fuel tax payers fund I-25 improvements, they should be able to access all lanes they pay for.
12. Old abandoned UP railroad would be good route if you could work with UP and BN.
13. Want CDOT and State to start paying attention to the Front Range, not just Denver.
14. Want to see something happen and not just talked about.
15. We need growth and therefore need to address infrastructure.

Meeting Summary

Purpose & Need Public Meeting
Evans Recreation Center, Evans
June 22, 2004



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16. Concerned with future infrastructure between Greeley/Fort Collins/Loveland handling 30 year growth.
17. Existing condition of I-25 pavement is terrible. It is falling apart and the US 34/I-25 interchange is very dangerous.
18. Hwy 34 and I-25 are congested today and not capable of handling growth.
19. Safety is a big problem on I-25.
20. A lot of I-25 needs to be built.
21. Showing the "over capacity" red line doesn't explain what the delay might be. I'd like to see the segments showing delay times.
22. Please define what an "annual passenger" is.
23. Show accidents by year and volume by same year. May show increasing accidents and less increase in volume.
24. Show with traffic growth to further indicate growing safety concern.
25. The abandoned railroad ROW would be a great route for passenger rail.
26. A second set of improvements should be questioned and analyzed thoroughly.
27. Rail must NOT use ROW paid for by highway impact fees (fuel tax).
28. Please DO NOT package alternatives. Different modes should be weighed individually and demonstrate their contribution toward the Purpose and Need areas of safety, capacity, modal alternatives, aging infrastructure and congestion growth.
29. Where did the VanGo data come from? I have different data. I'm also concerned over the subsidiary for the VanGo program. I'd like to see an analysis of real cost of Van-Go/TM strategies. I'd like to see more privatization of the vanpools. And who exactly would use it?
30. Be sure to consider that a population with longer commutes will be LESS likely to give up additional time and flexibility to make mass transit work. Northern Colorado seems to have an earlier and more dispersed rush hour. Simply extending what RTD is doing northward.

Meeting Summary

Scoping Public Meeting
Fort Collins
February 10, 2004



Purpose

The purpose of the scoping meetings was to introduce the North I-25 Environmental Impact Statement to the public, help define the purpose and need, and identify environmental issues that need to be studied.

Attendance

There were 179 recorded attendees at the meeting.

Questions and Comments Received

Questions and comments were gathered through comment sheets, postings on presentation boards, and verbal conversations with project representatives.

1. As a cyclist and a pedestrian, I prefer separate lanes for each. They don't mix well and have safety issues.
2. Bicycles are a great alternative to cars. I lived in Fort Collins for 15 years without a car and I rode my bike everywhere. I am safe, and respectful of pedestrians. Bike and pedestrian lanes are great when separated from cars and buses as cars stink.
3. Biking, walking, running, etc. are healthy, fun and cheap. There are no wars for oil.
4. Cycling is not near as safe or reliable as an automobile.
5. Cycling short distances is a time saver. In the time it takes to scrape windows and warm up the car, I am home on my bike. Also there is no fear of hail damage to my car.
6. Fort Collins needs a functional bike trail system.
7. Fort Collins needs to fix its many bike lanes that do not meet the AASHTO standard.
8. I am very concerned regarding safety in the pedestrian/bicycle lanes. Many people on bikes will want to travel as fast as they can to commute. That can lead to bike/pedestrian accidents. I think there should be some sort of system to keep all of them separate.
9. In Fort Collins bike lanes are not continuous. They stop at busy intersections. This leaves bicyclers and cars at a conflict.
10. This is a very important component of good transportation system. Please keep it high on the agenda as you review all options. It must be seen as a component of all systems.
(Bicycle & Pedestrian Board)

Meeting Summary

Scoping Public Meeting
Fort Collins
February 10, 2004



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11. Auto/vehicular pollution (fossil fuel) causes heart and lung disease, cancer, and contributes to obesity.
12. Less than 10 miles of bike long distance is not an efficient mode.
13. These concepts are important, but how is this relevant to I-25? Are you considering a bike lane on the highway?
14. Rapid transit from Fort Collins to the other towns of any size at least 4 times per day is greatly needed. Let's not forget our low-income workers who don't own cars.
15. Establish bus service first, then add rail if demand is there.
16. If buses are the solution they should be express buses and have enough bike storage. Transit doesn't hold enough bikes and don't go to work areas which folks would use.
17. Regional bus service needed now.
18. Transport does not service business centers (commuter). They service shopping centers. The commuters are buses' bread and butter, not shoppers and youth riding for free.
19. Until the mind set changes enough to accommodate the idea of means of transit (i.e. trains) the bus is the most workable.
20. What about smaller clean burning buses? With more buses running over more routes with increased frequency. More riders over a wider geographic area could be better serviced.
21. In some ways maybe bus service would be the most economical, but it will add to congestion on already stressed highways.
22. Bus takes too long and is not efficient. It won't be used.
23. Check amount of BRT per mile.
24. Why does it take this long?
25. It is important to not pollute any more. Use alternative fuel and rail service with enough storage for bikes and do it soon. I have been hearing about alternative transportation to Denver for years.
26. Using rail service reduces congestion on roadways.
27. Incentives for people to live near where they work would pay off in the long run.

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28. Isn't this in place in Fort Collins with PUDs building residential/commercial restaurants/grocery in each neighborhood to cut down on road use?
29. Need for unincorporated portions of counties experiencing large growth to step up to regional planning plate and participate in meaningful land use planning rather than allowing every proposal to be built.
30. Poor land use management is what is driving I-25 congestion. We must have regional land use management.
31. I-25 is already too congested for this alternative. (*Congestion Management Board*)
32. Note that Denver and the NFR are now in the ozone non-attainment boundary and there may be more interest in congestion management type controls (as well as other mobile source controls).
33. These are not conducive to current variable work schedules. The 9-5 job rarely exists in reality.
34. This seems to cause problems since everyone slows down to read the sign. (*Congestion Management Board*)
35. As ultra low emission vehicles become more common place associated pollution becomes less of a problem. Encourage carpools and drive efficient vehicles with at least three lanes on I-25 each way from Wellington to Denver.
36. VanGo works for Denver commuters. How about other closer cities?
37. We can't mitigate these exponential VMTs by building more roads. More cars equals more roads and so on.
38. The I-25 corridor may infringe on the Peebles Meadow Jumping Mouse Habitat. Will grade separation be built to support them?
39. Impact of new roads on land use (sprawl) habitat and farmland are key.
40. Aesthetic? Imagine looking down from Longs Peak! What would you see? Recreation and tourism is in top three for local economy.
41. Impacts from fuel production (supporting exponential unit growth).
42. What are the "proposed improvements?"
43. What is environmental justice?

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44. Air Quality is also key. We are already in or approaching non-attainment. Chosen alternatives must demonstrate how air quality will be improved.
45. Air quality is number 1.
46. How about view sheds and agricultural land?
47. For regional rail movement through communities where does liability lay? If there is a large hazmat spill because of an accident, derailling, etc?
48. Please evaluate projected costs and availability for oil. Byproducts of incomplete combustion of fossil fuel and the health impacts.
49. River corridors are a major consideration for protection. The river valleys are also the place where air quality tends to be worst.
50. Clear evidence that commuter rail is needed now.
51. Rail service indicated now! What are 10-20 year projections like for these areas? Can we really wait that long for rail service based on preceding board? Tom Norton please says commuter rail is possible in less than 50 years, you should be a leader.
52. I-25 needs more lanes in both directions now. It's long past due.
53. What if any effect would parallel roads have on the two zones of 50,000+ travelers? Such as what was talked about in the I-25 corridor plan.
54. Future short and long term volumes?
55. Consider Loveland Urban Renewal Authority funding recently pledged to I-25 interchange improvements (Kudos to Loveland).
56. Let the appropriate developers fund improvements of the SH 60 and SH 56 interchanges in compliance with CDOT.
57. Biker/pedestrian projects are worthless without giving biker/pedestrians the Right-of-Way at the major arterials. The Mason Street Trail will not be functional.
58. There is a funded biker/pedestrian enhancement project on 3rd Ave in Longmont.
59. Should expand Poudre River Trail from ELC through to Windsor. It would make bike commuting a lot easier.

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60. I don't drive and would like other modes of transportation.
61. Consider all options equally. Why are you pushing roads and not rail?
62. Rail makes much more sense than adding lanes, more cars and more pollution. I like the definition of insanity. Explain what HOT lanes are.
63. Add lanes to I-25. The single family vehicle is the primary mode of transportation.
64. Let's add a third lane on I-25 ASAP. While working on the rest.
65. What is the air quality analysis comparison to existing quality?
66. All future lane additions should be tolled.
67. Lower the toll to airport on E-470. Cutting the toll by 25%-50% might increase usage and keep revenue neutral.
68. Add toll trucks on US 287 so there is an equal cost on I-25.
69. Why is there no cost per mile data for roads/highway?
70. Express toll lanes create a "privileged citizen" lane. Only those who can afford it. An HOV or HOT lane should be installed instead. If more lanes are added, it should be easy to make them use a HOV/HOT lane.
71. Adding lanes of any kind should be the last option. Public transportation needs to take precedence.
72. Adding lanes will only lead to more vehicles on the road and is not a real solution to decrease congestion.
73. Emphasize fact that more lanes or roads will only increase both air quality and congestion problems.
74. More lanes are not a solution for oil wars.
75. Move highway lanes. It is the least efficient in the long term.
76. No more lanes. It is time to do something that will have an impact on future generations, rail is the future.

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77. The definition of insanity is doing the same thing over and over and expecting different results. Studies in a variety of areas have shown that urban areas that have added the most lanes have had the most increase in congestion. Please emphasize alternatives.
78. I don't own a car and I'd like to be able to get from Fort Collins to Denver.
79. By the time the roads are built, they will not hold the increased traffic. Use commuter rail.
80. Even if the rate of growth in vehicle use slows over the next 20 years, I-25 still needs more lanes now. Too many people are dying. Not more of the same. Commuter rail now.
81. How does the passenger mile death rate compare between Rail, highway, and BRT?
82. Any thought of a loop highway around Fort Collins/Loveland?
83. I-25/US 34 needs improvement, not evaluation.
84. Most bridges over I-25 are deficient, and should be rebuilt to accommodate extra lanes and rail.
85. Need to address US 287 truck route bypass with all the growth through northern Fort Collins this could well be best solution.
86. Need to assess I-25 and SH 14.
87. Developer need to pay for impacts of growth, greater capacity needs paid for by development it shouldn't be developed on general public
88. Every time you widen the road you make walking and biking harder.
89. How long does an asphalt road last? What about concrete road?
90. Needs a fix before Centurra is built.
91. What are the capital costs?
92. What are the costs per mile for concrete and asphalt?
93. What is the dinner bell triangle? (Fort Collins, Loveland and Greeley)
94. Will roundabouts finally play a role? They are more efficient, cheaper and safer.
95. No more lanes. It is time to make commuter trains a priority. Excuses like "it will cost too much," or "it's not the right time," are lame. Do it now.

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96. Widening to six lanes would be terrible.
97. Regarding critical transportation issues, this is VMTs and oil consumption. Stop building roads we are at war over oil.
98. Stop building roads. You are killing the quality of our life.
99. Widening I-25 is insanity. It is a state and federal responsibility with no money insight. Lanes would be grid locked on opening day. Think TAFS.
100. How about the Crossroads Sub Area Study from 2001?
101. Big airport east? I like passenger rail to Denver with an additional big airport planned out east of Fort Collins.
102. Development should be limited to highway/interstate interchanges for rail stops.
103. If anything is done on I-25, trucks should have their own two lanes on I-25.
104. State "Urban Light Law" is helping rural development (sprawl) it is putting more pressure on road system.
105. Development generated traffic and threatens mobility on I-25 and on the interchanges. They need to pay for adding capacity. No more welfare developers.
106. In other states the developers foot the bill for the infrastructures including schools, roads, retail for that their building incurs. They should pay for all of this.
107. Super Wal-Mart and DOT should be commercial. SH 66/US287 NE.
108. Are these developments going to foot the bill for their transportation impacts?
109. Don't forget Wellington growth. It is becoming more and more desirable as it gets too crowded down south. Plan for tremendous growth up north.
110. One main concern is better transportation to/from Denver. More growth of Fort Collins as a bedroom community. What about the infrastructure in Fort Collins? Who pays for the increasing costs of roads, etc? Please look at roads having separate semi lanes.
111. Residential/Commercial DOTS for SH 119 (new)/US-287 Harvest Johnson's Corner. Commercial closed to SH 119.
112. Where are the existing rail tracks?

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113. Go to the malls where everyday people are. Hold real public meetings where education and discussion will take place.
114. Health clubs
115. What can be done to get younger people involved?
116. Would prefer an open Q&A session.
117. So what is the "proposed action?"
118. The EIS should account for negative effects of wildly increasing VMT and burning more oil we don't have.
119. The EIS should put the environment, especially air quality, above the needs of development. After air quality the river corridors and wetlands should take precedence.
120. If there are no state and federal funding "No Action" is what we will have.
121. US 36 from Boulder to Denver is always a zoo. What is that about? Need alternative transportation for those folks, preferably non-polluting.
122. Finish improvements to US 287. Synchronize traffic or limit signals through urban areas.
123. Why not stop doing studies and build some roads in SH 14 (bypass) North of Fort Collins?
124. Purpose and Need - Mountain Range Shadows Sub Division vs. I-25.
125. The diagonal is an absolute zoo during rush hours. So what's new?
126. Rail system is in place and should be clear and used.
127. How would these projects be funded? State? Regional? Local?
128. Maps should show railroads more prominently so we could compare them to highways more easily.
129. Why is only Northern Colorado Water Conservancy District Denver water projects listed as "other projects?" The cities of Fort Collins, Greeley and other participants are looking at a joint expansion of Halligan and Milton Sewer reservoirs.

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130. What about other agencies that aren't cooperating but participating?
131. "More lanes" is not the answer. Give us trains we'll ride them.
132. Are we going to become the next Atlanta or L.A.? We need alternative transportation, not more sprawl including roads.
133. Let's be visionary with an environment that we want to live in 20-50 years from now. Commuter rail lines will encourage higher density growth instead of more sprawls. Also less pollution, water use, stress, and less life. I-25 is getting down right dangerous.
134. Trains (commuter) and bus service are the answer to the exploding population. Get the right-of-way while it is available. Places like L.A., Houston, etc. waited too long to start rail.
135. Why are we going to let this happen? Growth is not inevitable.
136. People will move here whether we want them to or not. Goal should be to manage process growth and infrastructure.
137. www.dig.denz.state.co.us "Draft population forecasts by region, 2000-2030" projects in this region.
138. Need light rail for North Front Range with bus stops.
139. We need rail service down from Fort Collins to Colorado Springs and back every day, but we need I-25 to be three lanes each way from Fort Collins to Denver first.
140. Start with BRT before an investment in rail.
141. Make connections to Metro Denver that links both Longmont and Thornton.
142. Most folks don't know the difference between light rail and commuter rail.
143. What about the 1997 CDOT study that shows possible rail corridors from Fort Collins and Greeley to Denver? What about I-25 rail alignments? It deserves its own map.
144. What does DMU stand for? (Diesel Multiple Units)
145. Where is the rail to Fort Collins?
146. Consider incorporating alternative transportation into interstate infrastructure. Specifically light rail, HOV lanes, and bus only lanes.

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147. Stay true to the Transportation Alternatives Feasibility Study (TAFS) adopted just a few years ago by the MPO with a large commuter rail, regional rail, bus service, and HOV lanes.
148. Consider an investment in a toll road just east of I-25.
149. Don't forget noise developing methods. Can see where this would be a prime problem.
150. I would like to see the TAFS recommendation implemented. Hopefully the EIS would be Step 1 in this process.
151. Light rail or bus to DIA. I fly 8-10 times a year. Why do I need to drive?
152. We need passenger rail from Fort Collins to Denver with good bus support in the metro area of Denver.
153. As Fort Collins continues to grow we need to get the railroad out of the center of town. Use it for commuter rail not freight.
154. Build it and we will ride.
155. Freight lines can be moved out of Front Range cities and commuting by rail should begin by 2005.
156. Get freight trains out of the center of town and let light rail or commuter trains on those tracks. Bite the bullet and put bridges over RR tracks in town. It should have been done 30 years ago.
157. I am very interested in seeing commuter rail to Denver.
158. Light rail between lanes (Northbound and Southbound) until median disappears.
159. Light rail from Fort Collins to Denver.
160. Light rail would be a far superior way to move from Fort Collins to Denver. It is clean, quiet and passengers can read, work or sleep as they ride without fearing an accident.
161. Many of the early commuters recommend serious considerations be given to rail.
162. Rail line specific for commuters needed. Send it to Union Station and entrepreneurs would come to provide transportation within Denver elevated monorail.
163. Regarding commuter rail along I-25, it is highly visible compared to what (a Geo Metro or the long string of semis)?

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164. Regarding commuter rail along I-25, inaccurate qualitative statement which leads people to think that rail is a bad idea.
165. Regarding commuter rail along I-25, so are all the cars on I-25 highly visible? Why is high visibility a problem? I would consider visibility of a rail system an asset to the regional community. Something to be proud of and something we want to display.
166. This board is very negative. Are costs for rail or light rail more expensive than building more polluting roads? What about rail along I-25, what do you mean highly visible? What is wrong with seeing light rail?
167. Use railroad corridors as alternative mode throughways off the road system. Fort Collins has an outstanding plan for the BNSF corridor on Mason Street.
168. We need rail now for every road you widen you destroy tax payers' pocket book and quality of life.
169. What is so bad about a commuter line being highly visible? Five miles doesn't seem far removed when we drive our cars to access I-25.
170. Fix your maps. This is the first map where I could easily see a rail grid, use a black line with crosses.
171. Might be worth showing that CDOT owns a railroad ROW in the southern part of I-25 corridor.
172. Please publicly address the relation between current study and recommendation already made in NFR TAFS.
173. This board makes rail sound totally negative. *(Rail Consideration Board)*
174. This seems way too negative. What I'd like to know is why commuter transportation has never been put to a vote. *(Rail Consideration Board)*
175. Fifteen minute high peak as all commuter rails around the world. Start with a plan that will succeed.
176. Build it now! It is cheaper than oil wars.
177. Contrast rail costs to lane mile costs on the interstate. \$5-10 million per lane per mile and interchanges cost at \$25-75 million. Rail appears competitive.
178. Cost of lives on the deadly I-25. A train/light rail is the best suggestion. It is faster and safer than buses.

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179. Do a cost/benefit study between improving and using rail to widening I-25. Use life cycle costs.
180. Existing rail is in place. It should be negotiated or condemned and used for commuter rail by 2005.
181. Extra lines are not necessary use the existing tracks. Use cars with gauges that can be used with existing gauges that are now available.
182. I appreciate being involved this early in the process. It is discouraging to read CDOT's director Tom Norton's comments that commuter rail won't be feasible for 50-100 years. I want rail as an option as the community sets its vision.
183. I favor rail routes that serve the most city central districts (western alignment/eastern alignment).
184. Need to consider incorporating commuter rail as an alternative.
185. Rail lines are in place; service could and should be started by 2005.
186. Regional rail from Fort Collins (possibly from Cheyenne) to Denver needs to be done now. The longer we wait the more expensive it gets.
187. Regional rail would be efficient in the long run. Use existing tracks as much as possible. Over or underpasses would need to be built over many streets and would be expensive but necessary. Should have been done before now.
188. The longer it takes the more pollution. Why not use existing rail lines like number one suggests?
189. This is the best alternative, do it now. (*Regional Rail Concepts Board*)
190. Yes, the initial capital investment is great but it will payoff in the long run. Look at the C-BT project, can there be a bond initiative to help finance the rail? It seems the public wants a rail.
191. Regional rail lines will require never ending subsidies that will take dollars that can be applied now to proven measures (interstate highways) that move more people safely and efficiently. Fix the highway.
192. #2 is a great idea. (*Regional Rail Concepts Board*)
193. Check with Northern Colorado's Authority.

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194. Rail requires subsidies but so do roads, airports and waterways? Road are very expensive, often more so than rails.
195. Show how rail costs compare to road costs. That would be very informative.
196. The prototype rail cars are in testing (over a year now).
197. What are the costs for road building and widening, interchanges, intersections, and bridges?
198. Why not do a quicker study of the Environmental Impact of rail?
199. Use of existing rail lines between cities makes the most sense to me because of cost (in several areas). Lessening pollution and the dangers of busy I-25 is important, but what about the rising population in Northern Colorado and easier transportation to Denver.
200. What about the cost? Existing rails would be less expensive.
201. Consider a time line for getting transportation into service. The sooner, the better.
202. Please incorporate the existing rail tracks into your scoping.
203. Property owners concerned about the frontage road access south of SH 66 on the east side of I-25. Will this stay or go away?
204. Buses would be a good first step to having a rail along I-25.
205. Look at Corridor enhancements that provide for truck lanes, rail, etc.
206. Current public transportation is nonstop gap because developed by and for individual communities. This I-25 plan/EIS needs to take a regional role perspective and look at the needs of the region. Providing a driving surface is only one need. Providing more info.
207. Need to connect Fort Collins, Loveland, to RTD in Longmont then Northern Colorado will have transit access to the whole metro area.
208. We need parallel transit service between Fort Collins and Loveland. FoxTrot only works for able bodied.
209. Did you notice we have no regional transit?
210. Need to consider strong surface commuter connections to the Fort Collins/Loveland Regional Airport in anticipation of increasing commuter air travel at this airport.

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211. There is a carpool lot west of Greeley at the junction of 10th and Highway 34 and it isn't on the map. Are there no carpool lots on Highway 85?
212. Transport keeps cutting service. Does CDOT trust that Transport will follow through?
213. Maybe beyond scope of this but need expanded carpool lots on I-70 west of skiers. Parking should not discourage people who need to carpool.
214. Should include Dacono regional carpool service with 230 riders.
215. Need public transit needs to be implemented either from Fort Collins Station or Union Station.
216. We need more of all of the above (Rail, buses, lanes). Colorado is one community from Fort Collins to Colorado Springs as people commute the length of the area.
217. We need public education on advantages of public transportation.
218. Would like to see rail, and other forms of mass transportation. I feel that Europe has a good mass transit infrastructure with trains serving city centers. I believe that more effort should be spent educating people to learn how to carpool.
219. Bullet train from Cheyenne to Denver.
220. Commuter rail to Denver and other towns is feasible. We need rail to Denver and DIA.
221. Everyone I talk to, from those on the left to those on the right, would use rail from Fort Collins to Denver.
222. In order for the rail system to succeed the long term commuter will have to have a high level of confidence in their safety and security. This is a major dollar cost that must be included in the plan from the beginning and includes lighting and terminal.
223. Rail and alternative non-polluting fuel makes sense and enough space for bike storage.
224. Rail needs to be put in place ASAP before development makes it impractical. If we even had a rail plan, development could anticipate where rail stops would be.
225. Rail to Denver soon. Lives are lost on the highway.
226. Rail to Denver. Rail will reduce traffic, pollution, commuter stress, death on I-25.
227. Rail, Rail, Rail!, There are tracks go for it.

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228. Regional rail along the rail lines.
229. This public input is great but it takes so long especially since this is the only suggestion to CDOT. Funding needs to be found and developed. In the meantime I-25 gets crazier and crazier, what will it be like in 2007 when this was just presented to CDOT.
230. We need rail to Denver, we've got tracks and cars and riders, what more do we need?
231. Would like to see light rail. Believes many people would use it.
232. Fix the mess on I-25, widen it. More effort should be focused on interregional issues such as mobility between Greeley, Loveland, and Fort Collins. Problems on I-25 don't affect as many people as travel on local roads (i.e. SH14, US 34).
233. More lanes now, rail later.
234. Need to add more than simple median barrier in the Loveland Fort Collins airport (Mountain Shadows?) area to protect frontage road traffic from the I-25 traffic.
235. Need to make US 287 more expressways oriented by taking out lights. Should consider an additional north-south route from FC along the foothills (Taft Hill in Fort Collins, and Wilson in Loveland) to catch US 287 in Berthoud.
236. Want six lanes to extend up to Mountain View exit in the City of Fort Collins. Need to upgrade the SH 14 and US 34 interchanges ASAP.
237. Would like to see fewer studies and put money into the roadways. Wants to get trucks out of Fort Collins by way of a truck bypass up to Owl Canyon. Feels that more money should be spent in Northern Colorado than south towards the metro area.
238. Congestion is related to stress, safety, deaths, anger, and to pollution.
239. EIS process takes too long. We need solutions now.
240. How will the TAFS study be folded into the EIS since the TAFS study supported rail?
241. In the EIS how would we address increased gasoline prices (perhaps \$6.00 per gallon) to support the rail option?
242. Is Berthoud interchange on eastside of US 287 and not to west?
243. Make graphics for rail lines more visible.

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244. Please indicate on the boards that CDOT is working with other agencies besides the lead or cooperating agencies that are listed.
245. Rail considerations - boards are alienating and antagonistic.
246. Speed up the process.
247. What are the funding sources for water projects?
248. What do we do about HAZMAT spills along Railroad, who pays for clean-up?
249. Trains won't work. They are too costly and inconvenient once you arrive. Would think that bus service is a more viable option. More effort should be put into placing park and rides along I-25.
250. New widening of I-25 will not solve our transportation problems (eg., see LA, Houston, Atlanta, etc).
251. We already import 57% of the oil we consume in the U.S. and this number is growing rapidly as DOT continues to favor highway widening while neglecting mass transit without even considering national security concerns over oil supply.
252. Widening I-25 at all will make all our problems worse and harder to solve. We need to stop building roads and start building light rail now. We need to invest in mass transportation between communities.
253. How does decreased air quality affect outdoor recreation? That's what a majority of our community is involved in.
254. Please try to notify as many groups as possible about up coming public meetings. Turn out today was good, but could have been more people.
255. I commute 46 miles each way each day. Before layoff & reemployment it was 2.5 miles. Am interested in this process like never before.

Meeting Summary

Scoping Public Meeting
Southwest Weld County Complex, Longmont
February 05, 2004



Purpose

The purpose of the scoping meetings was to introduce the North I-25 Environmental Impact Statement to the public, help define the purpose and need, and identify environmental issues that need to be studied.

Attendance

There were 32 recorded attendees at the meeting.

Questions and Comments Received

Questions and comments were gathered through comment sheets, postings on presentation boards, and verbal conversations with project representatives.

1. How can we access the studies?
2. Were all these studies just put on the shelf?
3. Commuter rail to Denver please.
4. No more roads, oil wars, build rail now.
5. Speed up rail process
6. No rail to Denver. It is expensive and not flexible.
7. This study must not bundle alternatives into packages as was done in TAFS.
8. Colorado Front Range Trail
9. Interested in van/carpool programs and senior center shuttles.
10. Air Quality – More roads will and SUVs will not help. Rail would.
11. Energy conservation – freeways consume 16 times the fuel per passenger than rail.
12. Open space – existing rail lines instead of new road capacity.
13. Agriculture uses that foster habitat conservation.
14. Bald Eagle's nest maybe located along South Platte on US 85
15. Fredrick – Blue Heron nesting area in St. Vrain Park.
16. Volumes on US 85 appear low. I would like to see Tues-Thurs.
17. Add spur Highway from US 85 to I-25.

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18. Consider parallel freeway (North-South) to the East of US 85 and East of DIA.
19. Enhance US 85.
20. Plans to widen SH 52?
21. Firestone – Where is the bridge?
22. Heavy truck traffic along US 85.
23. Show I-25 widening to 66.
24. What are typical highway costs?
25. Carpools are a better use of HOV lanes.
26. HOT – Should have HOV lanes as well not just ones with charges.
27. Build a thru lane for regional truck traffic.
28. I-25/SH 34 absolutely needs to be fixed.
29. Building more lanes isn't a good long term solution.
30. What about 1996 CDOT study on rail? Any useful data there?
31. Erie – two shopping malls on the south side of SH 7, is the development at 168th a mall?
32. What about the impact of proposed shopping malls be?
33. Wyndham Hill 1,700 D.U. residential plus commercial/industrial/retail being proposed in Fredrick at NW corner of I-25 and Hwy 52. Annexation and zoning will be considered this month.
34. Consider tourism in evaluation of alternatives.
35. Any studies regarding the Fredrick and Firestone growth and traffic flow?
36. Fredrick – St. Vrain State Park expansion development.
37. Residential development at I-25 & SH 56. Currently undeveloped.
38. At SH 52 and US 85 there are safety issues at signals by gravel pits.
39. No east-west mass transit.
40. Note the ridership numbers on Littleton commuter line that immediately exceeded projected line.

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41. North Metro line needs to continue north and branch off at Firestone, one to Greeley and one to Fort Collins.
42. SH 34 interchange is a big concern, especially for westbound traffic.
43. Status of Colorado Blvd paving project from CR 7 to CR 2, continuing north, will the project be fully paved?
44. Have tolls as a way to finance the project.
45. Consider P&R at Mead with rail to Longmont.
46. Depressed with the train going halfway. Protect views and still provide visibility of train.
47. Please keep in mind connections to south ridership from Castle Rock to Colorado Springs, Pueblo, etc.
48. The BNSF route which runs through Fort Collins, Loveland, Berthoud, Longmont and Boulder. Denver is the best route right now.
49. New interchange at WCR 40? Is it planned?
50. The stretch by SH 56 is very dangerous because people drive too fast.
51. Can't get on southbound I-25 at SH 56 and trucks can't climb the hill.
52. SH 7: People divert off of I-25 and WCR 7 when accidents occur on I-25.
53. Consider light rail and regional rail along corridor. Possibly continuing to Cheyenne.
54. Existing freight lines used for passenger rail follows existing infrastructure.
55. Need decent (functional, rapid) with wide coverage mass transit that doesn't rely on buses. Light rail, a train or something.
56. RTD should be acquiring land along I-25 for future transit improvements while the land is still cheap.
57. Current construction provides carpool lot at Erie interchange.
58. Alternate transportation systems such as in Chicago.
59. Light rail is needed for the north metro area. Off of 119th traffic and air pollution is unbearable.
60. Transit alternatives would need to be competitive in terms of cost, travel time and frequency of service.

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61. I am a retired director from engineering firm. Mass transit has interested me for years. We have no coordinated transportation system.
62. Begin P&R at Mead US Great Western to end of FasTracks.
63. Believes that LRT is antiquated. Monorail seems less susceptible to maintenance problems. Front Range has real opportunity for a monorail system could it do with CDOT ROW? No need to acquire new ROW. Volume of traffic is now in situation of I-25.
64. Consider light rail/regional rail along Colorado Blvd. starting at CR 7, but only continued to CR 2. Will this be continued further north?
65. Consider passenger rail from Greeley to Cheyenne.
66. Consider peak hour use rail from Denver to Greeley along US 85 then peak rail service along Great Western to Fort Collins.
67. For rail alignment, it is a dilemma which alignment would be better for central or western.
68. In favor of passenger rail.
69. Is Great Western still the same company from Greeley to Fort Collins.
70. Need light rail at SH 119 and CR 7.
71. Need to consider rail. Forget expanding highway infrastructure and put a lot money for rail and alternative transportation.
72. Push hard for light rail in US 287, I-25 and US 85 corridors.
73. Put the train where it is needed not where it is easiest.
74. Rail not bus.
75. RTD should be acquiring land along I-25 for future transit improvements. The land is cheaper right now for rail than it will be in 10-15 years.
76. Run light rail up I-25 then to abandoned UPRR tracks or hook up.
77. Send rail data and San Diego commute to: Jeanne Bolton P.O. Box 497 Berthoud, CO 80513
78. Should build a rail from Cheyenne to Denver. Start getting people used to using rail. Would definitely be used if a transit station were at Del Camino so people could park there and take the train to Denver.
79. Should make sure we include assumptions for external trips (rail and highway) coming to and from Denver and further south. If we don't, could doom passenger rail.

Meeting Summary

Scoping Public Meeting
Southwest Weld County Complex, Longmont
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80. We need to continue North Metro line north to Firestone and branch off to Greeley and Fort Collins – light rail!!!
81. What about light rail?
82. US 85 to SH 76 route instead.
83. CR 13 and CR 17 are used as alternate routes. Look at widening these.
84. Limited exits on I-25.
85. Improve I-25 and SH 34 interchange.
86. Need to look at secondary roads as possible solutions to I-25 congestion.
87. North I-25 and SH 34 interchange is a big problem.
88. Parallel arterial study recommendations/environmental impacts?
89. People are using US 85 to avoid I-25. Now US 85 and smaller state highways are congested.
90. SH 7 needs to be improved to accommodate new growth and development.
91. Should consider an overpass halfway between SH 7 and SH 52.
92. Should consider more service or frontage roads. These are especially useful if there is an accident on I-25.
93. The intersection of 34/I-25 needs to be fixed as the cloverleaf is a dangerous. The new development there will make the situation much worse.
94. Use US 287 and US 85 as alternatives to I-25.
95. You have to fix intersection on 34 and I-25.
96. Blue Heron's – bird nesting habitat at ½ mile west of Babour Ponds Park along the St. Vrain River and other species
97. Construction and the number of people on the road are overwhelming.
98. Frederick, Firestone, Multi-use Colorado State Parks
99. Julie – City of Loveland GIS parks and open space from North Berthoud, South Berthoud contact Weld County.
100. Land development proposals - Resident development at I-25 and SH 56 on his property and it is currently farmland.

Meeting Summary

Scoping Public Meeting
Southwest Weld County Complex, Longmont
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101. Should limit development.
102. St. Vrain State park development.
103. The three shopping centers that are being considered at SH 7 and 144th will increase traffic even more.
104. White Dovehill is under construction.
105. Colorado Front Range Trail alignment (Trail issues)
106. Great Outdoors – Colorado
107. Be sure to include Legacy Trail Project in 4F analysis.
108. Legacy Trail to Firestone, Frederick, Dacono and Weld County. Loop Northern Barbour Ponds thru Firestone, Fredrick & Dacono and Weld County Trailhead at 52 and Colorado Blvd.
109. Recreational trails program.
110. Have circular buses at intervals to move people from small communities.
111. It would be nice if the bus went more destinations that just south of SH 7. More and better transit options: Light rail, heavy rail, more regional buses.
112. Should consider smaller circular buses to transport people from a station on I-25 to towns like Dacono and around there.
113. Shuttle costs operate locally. Why are they less than half?
114. Transit is fabulous. I love taking the bus from Longmont to Denver.
115. Speed limit on Highway 56 is too fast at 65 mph.
116. Why did you raise the speed limit along I-25 from 55 mph?
117. Are you keeping track of the UP proposal to move east and abandon track around Denver Union Station?
118. Ben Herman – I-25 corridor plan Loveland, Fort Collins, inventory may not go over 285.
119. The exit north of the Berthoud curve is bad.
120. CDOT does a good job of keeping Front Range road open!
121. Consider “progressive” and “interesting” as criteria for evaluation.

Meeting Summary

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122. Consider dropping fares for trucks on E-470 and that would reduce traffic on I-25.
123. Considering enhancing the light rail system now is an after thought.
124. Educate citizens at an open house like this one to keep people interested.
125. Every penny of fuel tax should go straight back in to infrastructure.
126. Future connection Mead to SH 602 with a connection along I-25.
127. Give presentation at senior center, fiesta days in Tri-towns, Dacono planning commission meeting, and city council meetings.
128. US 36 has same rail line feasibility study and that is a good thing!
129. Grant money from the state.
130. How can there be so much population growth and we are still having a budget problem?
131. How does CDOT determine when breaks in access can occur?
132. It is worth it to pay the toll on E-470 to avoid the traffic.
133. Just as many people county to county from the internal of Fort Collins as Denver.
134. K&C RV wants to stay in loop. Don't bypass us.
135. Large growth area occurring in Greeley.
136. Looking for ways to go over or under I-25.
137. Map backgrounds of city boundaries outdated. CDOT's are not right.
138. Any issues to green?
139. Need light at I-25 and Highway 60.
140. Need more info about the parallel arterial study.
141. NFR MPO – generalized plan. ARCGIS
142. Note that WCR 13 is being improved as four lane arterial from county line south to SH 14.
143. People from SH 66 south have expressed interest to RTD about coming into the RTD district.

Meeting Summary

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144. Previous Studies – California, Bay area go back 30-40 years ago. Compare to transportation now days.
145. Put DSC down every highway.
146. Can the distribution of gasoline tax be used for funding?
147. Send rail issues map to kraftmatheis@earthlink.net.
148. Should consider changing some laws like not letting kids drive until they are 18 or limit the number of cars per family.
149. Should look at improving system of arterials/front range roads along I-25. Do not want a Super Slab for I-25.
150. Stretch from US 66 to SH 60 has accidents almost every weekend. Friday afternoons are the worst.
151. The local road system for Dacono/Fredrick/Firestone is getting overloaded.
152. The No Action Alternative is not an option – we are already 10 years behind.
153. The pool should be blind ballot.
154. Timing of lights.
155. Traffic has greatly increased on SH 66 in the last 30 years.
156. Tri-town area officials should work together.
157. What happens to the No-Action if FasTracks passes? Does it change then? For both this project and US 36 EIS.
158. What is the date of the existing daily traffic volumes?
159. What is the list on “Highway Considerations?” It needs a title.
160. Will transit pay for itself?
161. HOV Lanes
162. Increase toll roads to put more people on the bus, then maybe more people would take the bus because it would be more reliable.
163. Tolling makes sense since financial resources are so scarce. Could frequent users be given a fare break?
164. Why not research if you incorporate the carpool lots along I-25 into the RTD boundaries.

Meeting Summary

Scoping Public Meeting
Southwest Weld County Complex, Longmont
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- 165. Look at Prairie Dog Overlaying Study.
- 166. Poudre Canyon Water Project
- 167. Which endangered species are likely to be in the area?

Meeting Summary

Scoping Public Meeting
Greeley Recreation Center
February 03, 2004



Purpose

The purpose of the scoping meetings was to introduce the North I-25 Environmental Impact Statement to the public, help define the purpose and need, and identify environmental issues that need to be studied.

Attendance

There were 37 recorded attendees at the meeting.

Questions and Comments Received

Questions and comments were gathered through comment sheets, postings on presentation boards, and verbal conversations with project representatives.

1. Bicycle and pedestrian concerns shouldn't be the last item considered and the first thing out from the budget.
2. I-25 is not a street. Bike and pedestrian is inappropriate.
3. Supporter of high speed bicycle facilities.
4. Coordinate with local transit agencies to figure out where hubs need to be.
5. A bus study recently completed did not show feasibility in the North Front Range. All bus service should be privately operated.
6. Carpools and land use controls are good alternatives, but strong public education campaigns are needed to get people to accept them.
7. The NFRMPO has over 30 vans and has spent approximately \$9 million since 1995 on vanpools. The vanpool trips (5 million/yr) amount to 0.1% of the total trips in the area. Not an efficient cost or benefit.
8. There is no statistical basis for this statement. People want to be mobile. (*Congestion Management Board*)
9. I expect sound science to screen out alternatives which do not relieve congestion on I-25.
10. Improvements to US 85 must be a part of the "alternatives" that are screened.
11. There should be a good sense of balance between demand and investment for all alternatives.

Meeting Summary

Scoping Public Meeting
Greeley Recreation Center
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12. Increased densities simply increase congestion. They do little to change the rational behavior for mobility. (*Land Use Board*)
13. Aesthetics are key for tourism.
14. Our planet, the soil, everything is alive and must be treated with respect.
15. Early notification of all traffic accidents so people can take alternative routes to reduce pollution.
16. Keep slow traffic in right lane to increase traffic flow with a better signage, aggressive law enforcement for traffic impeders. (*Air Quality Board*)
17. Give us a good alternative to I-25 by improving Hwy 85.
18. It would be nice to have some "real time" signs warning motorists of congestion so we can use alternate route.
19. The portion of North I-25 from SH 66 to SH 402 will be/or is closer to 50,000 as soon as construction to the south is completed.
20. I am concerned about air pollution and getting people to move more quickly.
21. Eastern Weld County needs better access, so improve Hwy 85.
22. Let's get some grade crossing separations on US 85.
23. What is the status of Two Rivers Parkway? Any existing plans? Any dates for construction?
24. Toll the new lanes until they are fully funded.
25. Should improve US 85 as a parallel to I-25 to relieve I-25.
26. Feel that US 287 south is safer than I-25 south.
27. HOV lanes are not an efficient use of capacity. HOT lanes should require all to pay. It's our fuel taxes at work.
28. HOV lanes do not seem cost effective.
29. Fix Curve in I-25 at SH 56.

Meeting Summary

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30. I agree that the I-25 and SH 34 interchange needs to be changed; it is very dangerous at those speeds.
31. Improvements along Hwy 34 bypass into Greeley. Will interchange improvements keep pace with growth?
32. Need improvements to US 85.
33. This is a three year study and who knows how long to design and build. I-25's capacity should go from two lanes to four in each direction.
34. #2 on board - Rivers Parkway (83rd Ave in Greeley to SH60, to US 85 and North to Windsor/SH14) is preferred. (*Highway Issues and Ideas Board*)
35. Extend "0" Street from 83rd Ave to I-25.
36. There needs to be some consideration between rural and urban interface on SH 66 between I-25 and US 85.
37. We spend way too many fuel tax dollars on studies that go nowhere but on the bookshelf.
38. Improve US 85 with fewer lights and more overpasses.
39. Have an Environmental assessment of W. 10th Street. Study will impact development proposals in this corridor.
40. Identify projects in Greeley and Evans.
41. Loveland is doing development on US 287 at SH 402. Check with Berthoud regarding development.
42. There is a lot more on-going development than shown here (Greeley, Berthoud, and Dacono).
43. Should have a location at the Ranch.
44. SH 7 EA Cherryvale to 75th is starting spring 2004.
45. FTA is heavily biased towards public (government) transportation. I have a concern about that bias written in this study.
46. Improve US 85. There is too much pressure on I-25. US 85 would reduce pressure and improve movement through the Front Range.

Meeting Summary

Scoping Public Meeting
Greeley Recreation Center
February 03, 2004



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47. Regarding the NFR Travel Demand boundary, you get an A++ for including US 85 in the study area. US 85 needs major improvements and upgrades as a part of the solutions.
48. What is the number of passengers per trip? (*Projected Population & Employment Board*)
49. What is the percentage of the population with a driver's license? What is the percentage of population with one car and two or more cars? (*Projected Population & Employment Board*)
50. What is the percentage of travel trips key commuters drive? (*Projected Population & Employment Board*)
51. What is the percentage of trips via alternative modes? (*Projected Population & Employment Board*)
52. These numbers are quite meaningless unless it tells us more. (*Projected Population & Employment Board*)
53. Put some FasTracks workings on US 85. Greeley deserves good access. (*Proposed FasTracks Improvements Board*)
54. Why is commuter rail and light rail only in the Denver area? Let's expand it to Fort Collins and Greeley. (*Proposed FasTracks Improvements Board*)
55. Are these projects all contingent on FasTracks? (*Proposed FasTracks Improvements Board*)
56. CDOT has indicated that FasTracks will require over \$4 billion in highway improvements that are not the current priority and could redirect money needed for I-25 improvements. (*Proposed FasTracks Improvements Board*)
57. This board should explain more about the FasTracks process. (*Proposed FasTracks Improvements Board*)
58. Improve US 85 to take pressure off of I-25. Have less lights and more controlled access.
59. The 2001 household survey shows transit is needed for 0.6% of all travel trips in the North Front Range. Growth doesn't typically change percentages much.
60. An in-depth pre-study should focus on demand and feasibility and screen out uneconomical, non-feasible alternatives.
61. CDOT has shown this process can be faster with T-REX.

Meeting Summary

Scoping Public Meeting
Greeley Recreation Center
February 03, 2004



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62. You should consider economy of change in delay hours both for businesses and individuals. What is the cost of current delay?
63. Electric trains are the only answer. They help to build a stronger sense of community.
64. It would be nice if the trains used existing tracks making it easier for the public to use transit.
65. I would like to see trains go to Denver and commute daily.
66. Are these all single track? (*Rail Considerations Board*)
67. Does Union Pacific still own the abandoned UPRR?
68. It is not appropriate (perhaps illegal) to use highway ROW for rail.
69. "Demand for rail and transit must show reduction unless both are present (crossover demand)." - This comment is representative of Americans' shortsightedness. Rail must be viewed as a viable means of travel if we want to avoid being L.A.
70. Regional rail works great in Boston, NYC and D.C. Denver area and Front Range should study their examples.
71. Need a per lane mile cost to compare with transit. (*Regional Rail Concepts Board*)
72. Need to consider planning horizons well beyond the 2030 timeframe.
73. Rail must not use ROW. Needed for highways now or in the future.
74. The Greeley/Boulder alignment must not be ignored! I drive it every day.
75. We need a train.
76. US 287 and/or US 85 must become expressways to compete with speed and convenience to I-25.
77. Front Range toll road "Super Slab." (*Study Area Board*)
78. Improve US 85 from Denver to Cheyenne. Fewer lights and more overpasses.
79. Look for information on Road conversions with Weld County and CDOT Resolution.

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Greeley Recreation Center
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80. Study must look at US 287 and I-25 traffic into area from Wyoming/Nebraska. That "demand" can not be considered for using alternative modes. Does this demand warrant a bypass?
81. US 85 can be a tremendous relief to I-25 demand, especially to DIA, Aurora, East Denver and South Bound E-470.
82. We must upgrade US 85. Quit installing stop lights and start building some grade separations.
83. End "minimum speed" signs. They are confusing at ATT Hill.
84. Add "time of accident" on VMS signs.
85. Enhanced media coverage/PSAs for accident mitigation.
86. Increase enforcement and use of VMS signs.
87. Legislative support for enforcement of slow moving vehicles.
88. Need communication with FAA.
89. Include Northern Colorado Regional Airport.
90. People drive too slowly in the left lane.
91. Project shouldn't have the objective of people driving as fast as they want without any inconvenience.
92. The vast majority of dollars paying for transit are our Federal Fuel Taxes (highway impact fees).
93. If stations are not located within one mile of where we work we will not use rail.
94. Start discouraging S.O.V. and own the road. Having trains would help build the community. It seems like the only answer.
95. There is concern about vehicle access on US 85. Increase the flow.
96. Existing alternative routes are easier. US 287 and US 85 alleviate I-25 congestion.
97. If they widen SH 66 to four lanes it would be great as rural to urban traffic interface between US 85 to I-25.

Meeting Summary

Scoping Public Meeting
Greeley Recreation Center
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98. It would be nice to have “real time” signs making travelers aware of congestion ahead.

99. Please expedite improvements to North I-25 more quickly.

100. I'm a VanGo user. HOV to 6th and I-25 is an efficient use. It rewards people.

101. Check projects in Greeley/Evans area.

102. Erie wants one interchange. Developers want interchanges. Buyers of land should know early on what the standards are for spacing.

103. Front Range Commuter Bus said bus is not feasible.

104. Access control on I-25.

105. Are all of FasTracks planned improvements contingent on passing FasTracks?

106. Concerns about FTA being involved in this project. They are too biased for public mobility.

107. Contact Greeley, Loveland, Berthoud and Dacono regarding development.

108. Every five years Greeley is adding the equivalent of an Evans (average over the last 10 years).

109. Federal fuel tax dollars is the vast majority of funding.

110. Portion from SH 66 to SH 402 will be closer to 50,000 as soon as construction to the south is completed, at least to SH 34.

111. This project should have been started 10 years ago. They knew I-25 would have a deteriorating level of service so why didn't they start looking at it then?

112. What do you mean by capital improvement projects?

113. What is the dinner bell?

114. What is FasTracks?

115. What is the “Dinner Bell Triangle?”

116. Evans should be listed as the “City of Evans” not the “Town of Evans.”

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MEETING MINUTES

MEETING TYPE: Regional Coordination Committee Meeting

MEETING DATE: January 28, 2004 at 2:00 PM

<u>ATTENDEES:</u>	<u>AFFILIATION :</u>	<u>ATTENDEES:</u>	<u>AFFILIATION :</u>
Paul Carter	City of Erie	Don Marostian	City of Loveland
Mary Gavin	City of Dacono	Bill Swenson	Trans. Comm.
John Taylor	Town of Gilchrest	John Bramble	City of Brighton
Jean Wallace	FHWA	Steve Shafer	Town of Platteville
Rosalie Everson	Ft. Lupton Press	Alton Dillard	Sen. Campbell's Office
Dick Leffler	Town of Frederick	Keith Meyer/Glen Vaad	Weld County
Joe Racine	Timnath	Jan Pawlouski	City of Brighton
John Dow	FTA	S. David Norcross	City of Ft. Lupton
Larry Walsh	City of Loveland	Tim Holeman	Broomfield
Marti Morgan	Sen. Allard's Office	Cliff Davidson	NFR MPO
Roger Longe	Longmont Cty Gov	Carl Harvey	LaSalle
Jenny Foote	Town of Berthoud	Glenn Gibson	Larimer County
Cheri Anderson	City of Firestone	Don Feldhaus	City of Greeley
Gene Putman	City of Thornton	Gina McAfee	Carter-Burgess
Holly Miller	FHU	Tom Anzia	FHU
Bob Felsburg	FHU	Kim Podobnik	Praco
Matt Wittern	Praco	Karla Harding	CDOT
Bob Garcia	CDOT	Dave Martinez	CDOT

PREPARER: Felsburg Holt & Ullevig
Holly Miller

Presenter: Karla Harding

1. Introduction

- An EA conducted in the early 90s (SH 7 to SH 66) recommended adding capacity to the I-25 corridor
- The Transportation Alternatives Study was a 7th Pot study that was similar to a Major Investment Study. The EIS is the next step in the process.
- An EIS looks at many alternatives to see what alternative makes the most sense. It will be a decision made by FTA and FHWA as lead agency.
- CDOT is the lead agency on this EIS study

2. RCC

- The RCC is an opportunity to get input from the local communities and will act as an advisory group. The RCC will also be a conduit to the public.
- Project milestones will dictate when meetings are held



- RCC is encouraged to provide input at any time

Presenter: Tom Anzia

3. Project team

- Felsburg Holt & Ullevig
- Carter – Burgess
- PRACO
- Specialty Consultants

4. Study Area

- While a study area is defined, the area of consideration for the EIS will extend beyond this study area

5. EIS Process

- The EIS is a three year process to fully consider the larger area and many alternatives

6. History of Regional Transportation Studies

- The study will build upon other studies that have been conducted in the area - TAFS will be key

7. Other Ongoing corridor Studies

- This study will be coordinated with other ongoing corridor studies in the project vicinity

Presenter: Gina McAfee

8. National Environmental Policy Act

- NEPA governs federal agencies actions
- NEPA lays out process to follow
 - Systematic interdisciplinary approach
 - Early and open process
 - Study and develop alternatives

9. Environmental Considerations

- Need to look at the impact of an alternative on the people, lane use, noise, archaeological, air quality, etc.

10. Economic Impacts

- Energy

11. Environmental Impacts

- These include studying air quality, wetlands, orchid, floodplain, etc.

12. Purpose of Scoping

- Getting input from public on the need for transportation improvements, potential alternatives, environmental concerns

Presenter: Kim Podobnik

13. Information Sharing

- This includes the methods we are using to disseminate information to the public. It includes newsletters, ads, mailings, web site, etc.



- Wyoming public radio picked up the news story illustrating that this project has an influence beyond Northern Colorado.
- Group was asked to give recommendations on other ways to disseminate information.

14. Information Gathering

- The team will gather input from the public through public open houses, small group meetings, project committees and special events. The public is welcome and encouraged to give comment at any time through the process.

15. Targeted Outreach

- Special attention will be given to groups historically overlooked in this process – minority populations, low-income populations and seniors.
- Outreach efforts will include providing translators, information drops, small group presentations and cultural events.

Presenter: Group

16. RCC Input and Discussion

- Is the study area truly from I-70 to the Wyoming border? – *It goes south to Denver Union Station to accommodate possible rail transit and west to Boulder. It stops short of the Wyoming border.*
- Would like to see public meetings held on south end of study area. The locations seem to focus on the north end.
- There have been five studies already done. This work needs to incorporate previous work efforts.
- Coordination with RTD and the North Metro efforts is needed – *RTD is a coordinating agency. RTD boundary today ends at SH 7. Meetings are now taking place.*
- Why will this EIS take three years? Today, Greeley residents avoid I-25. Creating distinct milestones would help with the long three-year time frame anticipated.
- The study should consider the use of tolling – Tolling will be considered relative to revenue.
- Attention to interchanges along the corridor.
- Report Executive Oversight Committee work efforts to the RCC.
- Would like the team to get input from motorcycle groups.
- Congestion is the biggest problem and safety is secondary.
- Congestion and safety are high on the list of needed improvements.
- Implementing the access control plan along Highway 85 would help to improve operation along I-25. We need to find funding for the grade separations and interchanges.
- Study should look at funding options to implement improvements. – *Funding may not be available in the near term but the plan will be ready when funding is available.*
- Don't want this study to stall other early-action items being considered along I-25



- Land use is the most important issue. Big growth in residential and employment in Northern Colorado.
- Can we quantify use of TAFS – how much to we save on this EIS study because TAFS was already completed?
- Provide info on TAFS in newsletter.
- RTD is expected to purchase Union Pacific right of way up to Brighton as part of the FasTracks proposal.
- Avoid the public feeling that this effort is duplicating previous efforts.
- The RCC group preferred day meetings to evening meetings.
- In the future, we should provide RCC members with additional scoping handouts for the communities.
- The RCC group will meet roughly quarterly. We will send out a list of topics to be covered and the expected time frame.
- Send RCC group list out to all RCC members.



CDOT Region 4
 North I-25 Front Range EIS
 Regional Coordination Committee Meeting
 January 28, 2004 2:00 PM

NORTH I-25 FRONT RANGE EIS

@Southwest Weld County Services
 4209 Weld County Road 24 1/2
 Del Camino

SIGN-IN SHEET (Continued)

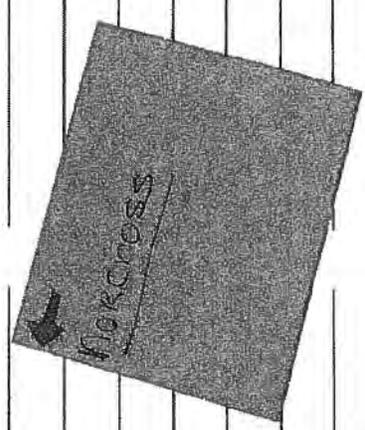
Name:	Affiliation:	Telephone:	E-Mail Address:
Roger Lange	Gene City Council	303-774-6310	roger.lange@qwest.net
CARL HARVEY	LASALLE	970-844-6731	CHARVEY@LASALLE.TOWN.CO
Jenny Foote	Town of Buthoud	970-532-0200	cofoote@aol.com
Gene Glasow	Larimer County	970-498-7003	G.Glasow@larimer.or.gov
Cheri Andersen	Town of Firestone	303-833-3391	canderson@ci.firestone.co.us
Don Feldhaus	City of Greeley	970-330-7522	donfeld@cs.com
Gene Putman	City of Thornton	303-538-7333	Gene.Putman@cityofthornton.net
Gene McAfee	Provo		
Billy Miller	Provo		
Tom Anzica	WNOT		
Bob Felsburg	WNOT		
Kim Podolsnik	WNOT		
Matt Wittman	WNOT		
Karla Harding	WNOT		
Bob Garcia	WNOT		
Dave Mentimeter	WNOT		

@Southwest Weld County Services
4209 Weld County Road 24 1/2
Del Camino

CDOT Region 4
North I-25 Front Range EIS
Regional Coordination Committee Meeting
January 28, 2004 2:00 PM

SIGN-IN SHEET (Continued)

Name:	Affiliation:	Telephone:	E-Mail Address:
Jan Pawlowski	City of Brighton	73-605-2061	CJohnson@brighton.co.gov
John Dew	FTA	303-844-5243	John-dew@thorvald.com
S. David Mowbray	Morgan City, LA	308-857-6694	P.O. Box 148 Ft. Laplan 5080621
Larry Walsh	City of Loveland - Mayor	720 494 8130	WALSH@CITYOFLOVELAND.CO.US
Tim Holoman	Broomfield	335-5992	TimHoloman@aol.com
Martin Howell	Evans	9704751113	mhowelle@evans.co.us
Marti Morgan	Sen. Allard	970-461-3530	marti_morgan@allard.senate.gov
Cliff Davidson	NFR MPO	970-416-2252	CliffDavidson@nfrmpo.org





MEETING MINUTES

Regional Coordination Committee

MEETING DATE: June 9, 2004

LOCATION: SW Weld County Building

ATTENDEES: See Sign In Sheet

PREPARER: Felsburg Holt & Ullevig
Becky Noe

SUMMARY OF DISCUSSION

1) Purpose and Need Review

- RCC suggested reordering the Needs in Purpose and Need to 1) Safety, 2) Capacity, 3) Aging infrastructure, 4) Modal Alternatives and 5) Economic Growth. The group agreed to reorder the needs and also suggested that the Newsletter be reprinted to reflect this change. 3000 newsletters are already in the mail already. The Needs will be reorder for the next print.
- An RCC member pointed out that under the Economic Demands; existing growth is causing a need as well as future growth.
- The group requested that more information be provided for the Needs. Specifically, the aging infrastructure need should identify exactly which interchanges are deficient today.
- There are existing deficiencies in the system. The group asked if we add more interchanges would it mean that existing infrastructure would suffer and not be upgraded.
- It was requested that the Economic Growth Need not specifically identify one particular interchange because a number of communities have deficient interchanges or access.
- The second need statement will be rewritten to reflect that growth is occurring with out a coordinated plan.
- The numbered paragraphs in the Purpose and Need document will be changed to bullets to avoid indicating that they are prioritized in any way.
- The group would like to see an outline of chapters of an EIS document.
- We will hold a meeting toward the end of July to update the group on input received from the public and next steps.

2) Goals

- A member pointed out that while providing modal choices for transit dependents is important. The study should provide modal choices to everyone and work to enhance the ability for transit dependents to use the service.



MEETING MINUTES

Regional Coordination Committee
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- It was suggested that the goals be reordered and that those that sound like Needs from the Purpose and Need statement should be removed. They should be kept simple.
- It was suggested that the last three goals listed identify just about everything.
- The team will review this input with the TAC and work toward updating the goals for the next meeting.

3) Alternatives Screening Process

- A member asked if PRT was included in the alternatives screening. It has not been included at this time. It was felt that it was not appropriate for this length corridor. It has slow speeds and travels shorter distances.
- A member asked how weather would impact the different alternatives. With snow and ice, a rubber-tired vehicle may have more difficulty meeting schedule and a steel wheel steel track can't exceed 5% with ice and snow.

4) Public Involvement Update

- Kim P. gave an update on Public Involvement

Attachments

Emailed to you on June 2, 2004:

- Agenda
- Draft Purpose and Need – 5/28/04
- Project Goals – 4/8/04
- Alternatives Development and Screening Process – 5/21/04
- Draft Evaluation Criteria Matrix – 5/24/04
- Level One Alternatives Screening – 5/28/04
- RCC Membership Directory -6/9/04

Handed out at the Meeting

- Sample of "Contact Us" magnet
- "Imagine the Possibilities" handout

Action Items:

- Send Mary from City of Dacono the RCC Meeting Packet

SIGN-IN SHEET

June 9, 2004

<i>Name:</i>	<i>Attended</i>	<i>Affiliation:</i>	<i>Specialty</i>	<i>E-Mail Address:</i>
Jeanne Shreve	<i>Present</i>	Adams County		
Dickey Lee Hullinghorst		Boulder County		
Bill Kaufman		CDOT		
Karen Stuart		City and County of Broomfield		
Sarah Kendall		City and County of Denver		
Jennifer Gray		City of Boulder		
Jan Pawlowski	<i>Present</i>	City of Brighton		
Chris Kramer		City of Commerce City		
Mary Gavin	<i>Present</i>	City of Dacono		
Kelly Brom	<i>Present</i>	City of Evans		
Cheri Anderson		City of Firestone		
Marty Tharp	<i>Present</i>	City of Ft. Collins		
David Norcross	<i>Present</i>	City of Ft. Lupton		
Don Feldhaus	<i>Present</i>	City of Greeley		
Roger Lange		City of Longmont		

<i>Name:</i>	<i>Attended</i>	<i>Affiliation:</i>	<i>Specialty</i>	<i>E-Mail Address:</i>
Heather Balsler		City of Louisville		
Don Marostica		City of Loveland		
Kathie Novak		City of Northglenn		
Gene Putnam		City of Thornton		
Jean Wallace	<i>Present</i>	FHWA		
John Dow		FTA		
Nanette Neelan		Jefferson County		
Glen Gibson		Larimer County		
Cliff Davidson	<i>Present</i>	NFR MPO		
Mary Blue		RTD		
Marti Morgan	<i>Present</i>	Wayne Allard's Office		
Alton Dillard		Ben Nighthorse Campbells off		
Milan Karspeck		Town of Berthoud		
Paul Carter		Town of Erie		
Richard Leffler	<i>Present</i>	Town of Frederick		
John Taylor		Town of Gilchrest		
Scott James		Town of Johnstown		

<i>Name:</i>	<i>Attended</i>	<i>Affiliation:</i>	<i>Specialty</i>	<i>E-Mail Address:</i>
Carl Harvey		Town of LaSalle		
Mike Friesen		Town of Mead		
J.R. Snelser		Town of Milliken		
Steve Shafer		Town of Platteville		
John Holdren		Town of Severance		
Bruce Williams		Town of Superior		
Tim Gaines		Town of Timnath		
Kristy Duffy	<i>Present</i>	Town of Windsor		
Mark Geile		UFRRPC		
Glenn Vaad		Weld County		
Stan Elmquist	<i>Present</i>	CDOT R-4		
Mary Collard	<i>Present</i>	City of Dacono	Planning Com	marycollard@comcast.net
Tony Ogboli	<i>Present</i>	City and County of Denver		
Ron Phillippe	<i>Present</i>	City of Ft. Collins		
Reggie Kemp	<i>Present</i>	City of Wellington		
Rosalie Eveson	<i>Present</i>	City of Ft. Lupton		
Jim Sidebottom	<i>Present</i>	City of Ft. Lupton		



MEETING MINUTES

Regional Coordination Committee

MEETING DATE: August 26, 2004

LOCATION: SW Weld County Building

ATTENDEES: See Sign In Sheet

PREPARER: Felsburg Holt & Ullevig
Becky Noe

SUMMARY OF DISCUSSION

1) June Meeting Minutes

- No comments on the June meeting minutes.

2) Project Schedule

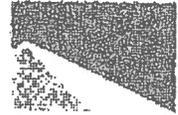
- Committee Schedule
 - Overall schedule on target with original schedule. RCC meeting dates have been updated. Please check the schedule included in the RCC packet for the latest dates.

3) Level 2 Follow-up

- Review of Open House attendance and follow-up on Heavy Rail comments. Carter Burgess developing more information that supports dropping Heavy Rail.
- An RCC member asked if people ask about funding opportunities. They do and the EIS will include a section about funding.
- It was pointed out that this is a required step to get federal funding in the future. We must finish the EIS process to qualify for funds.
- Definition of alternatives becomes more detailed, more specific in Level 2. Even more detail in Level 3. Level 1 was very general.
- Craig G. gave a brief review of the different rail technologies.

4) Purpose and Need Update

- 6 new vanpool routes have been added by Vango. Now there are 36 vans.
- Budweiser had an RFP out to move freight. Could use I-25 or rail. Freight movement is an important component.
- How do we preserve ROW? Stan E. gave an example of what is occurring from SH 7 to SH 66. This EA process identified a typical section and an envelope for ROW preservation. CDOT is experiencing pressure from communities to develop along the corridor. The results of this EIS effort could have a wide range of ROW needs.



MEETING MINUTES

Regional Coordination Committee
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- The group had discussion about the communities' efforts thus far to preserve ROW along I-25.
- People turning off I-25 to the Frontage Roads are a safety issue. Would like to see it addressed in the Purpose and Need statement. People use these accesses to get around accidents.
- Reevaluation of EA from 7 to 66 for WCR 9 ½ affects tying in to SH 66 east of I-25.

5) Travel Model Update

- No Action Network Definition
 - Chris P. gave an update on the travel modeling efforts.
 - SH 56 should be changed to SH 52 in the No Action Network Definition
 - An RCC member asked that we check on the status of funding for WCR 13/Colorado Boulevard improvements.
 - Are we constrained by alternatives that are NOT on Interstate if our analysis shows they help I-25 i.e. WCR 13?
 - Important that Boulder/Longmont commuter rail in FasTracks be included and coordinated with this project. As it stands now, it will be included in the No Action Alternative if FasTracks passes.

6) Level 2 Alternatives Development and Screening Process

- Complementary vs. stand alone alternatives
- Develop stand alone alternatives
- Level 2 alternatives will be presented to the public in October
- Continue evaluation through January and present draft results to public in February.
- Revisit naming for stand alone and complementary alternatives. Don't want packaging to be precluded by the naming convention.
- Will the study discuss methods of financing as part of the practicability criteria? Yes, this will be discussed in more detail as the process continues.

7) Public Involvement Update

- October meetings planned for 19th, 21st, 26th, and 28th. The locations are currently being determined. This round's format will be a structured presentation round table format.

8) General Discussion

- RCC is invited to the next TAC meeting where Peggy Catlin will be giving a presentation on the Statewide Tolling Study. She will give some background on the CTE and the preliminary results of the study.
- Preliminary results indicate that I-25 is one of the best corridors for potential tolling.
- A recent newspaper article claimed that tolls aren't popular. Be cautioned that other studies indicate that people view it positively.



MEETING MINUTES

Regional Coordination Committee
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- The November TAC is scheduled for Veteran's Day (Nov. 11th). Please change date.

Action Items:

- Team will check with Weld County to determine if WCR 13 improvements are funded
- Add text about frontage road safety concerns to the Purpose and Need document.
- Change the date for the November TAC meeting.
- Revisit naming for stand alone and complementary alternatives.

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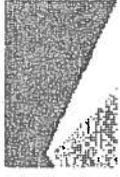
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Regional Coordination Committee
August 26, 2004

Name:	Attended	Affiliation:	Specialty	E-Mail Address:
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Kelly Brom		City of Evans		kbrom@ci.evans.co.us
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Stan Elmquist	Present			
Rosalie Everson				
Don Feldhaus	Present	City of Greeley		Donfeld7@cs.com

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Regional Coordination Committee
August 26, 2004

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Mark Geile		Upper Front Range		mgeile@co.weld.co.us
Glen Gibson		Larimer County		gqibson@larimer.org
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Jennifer Gray				
Carl Harvey		Town of La Salle		charvey@lasalletown.com
John Holdren		Town of Severance		johncholdren@earthlink.net
Dickey Lee Hullingshorst	Present	Boulder County		dlhullingshorst@co.boulder.co.us
Scott James		Town of Johnstown		scottjames@clearchannel.com
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Regional Coordination Committee
August 26, 2004

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Stuart Kendall				
Chris Kramer		City of Commerce City		ccramer@ci.commerce-city.co.us
Roger Lange	Present	City of Longmont		Roger_lange@qwest.net
Richard Leffler	Present	Town of Frederick		dleffler@frederickco.gov
Don Marostica	Present	City of Loveland		marosd@ci.loveland.co.us
Dave Martinez	Present	CDOT		david.m.martinez@dot.state.co.us
Holly Miller	Present	FHU	Transportation	Holly_miller@fhueing.com
Marti Morgan				
Nanette Neelan		Jefferson County		nneelan@jeffco.us
David Norcross				
Kathie Norcross		City of Ft. Lupton		cityclerk@ftri.net
Kathie Novak		City of Northglenn		mayor@northglenn.org
Tony Ogboli(A)		City and County of Denver		Tony.ogboli@ci.denver.co.us

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Regional Coordination Committee
August 26, 2004

Name:	Attended	Affiliation:	Specialty	E-Mail Address:
Jan Pawlowski		City of Brighton		
Ron Phillips(A)	Present	City of Ft. Collins		rphillips@fcgov.com
Harry S. Pink	Present	Town of Erie		pink@ci.erie.co.us
Kim Podobnik	Present	PRACO		kpodobnik@praco.com
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Jim Sidebottom				
J.R. Snelser		Town of Milliken		nanette@town.milliken.co.us
Ron Speral				
Karen Stuart		City and County of Broomfield		Jstuart688@aol.com
Bill Swenson	Present	CDOT		Billtc1@comcast.net
John Taylor	Present	Town of Gilcrest		Gtvfsit5@aol.com
Marty Tharp	Present	City of Ft. Collins		mtharp@fcgov.com

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MEETING MINUTES

Technical Advisory Committee and Regional Coordination Committee

MEETING DATE: October 14, 2004
LOCATION: The Ranch Exhibition Hall
ATTENDEES: See Sign In Sheet
PREPARER: Felsburg Holt & Ullevig
Becky Noe

SUMMARY OF DISCUSSION

1. *Self Introductions*

2. *Comments on September Meeting Minutes*

- No comments

3. *Update on status of the data collection efforts*

- Gina M. gave an update on the status of the environmental data collection efforts. A lot of the information is coming from the communities.
- Minority and low income maps were provided as part of the Environmental Justice efforts. Gina M. requested that the TAC and RCC members review and have appropriate staff review these for accuracy.
- Air Quality maps illustrating carbon monoxide, PM10, etc. were handed out.
- Glenn G. said that he has heard more concerns about light pollution recently and asked that we consider this in our analysis.

4. *Land Use*

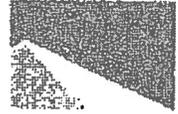
- John Gless provided a review of historic, existing and future land use patterns.

5. *Travel Patterns*

- Chris P. provided a review of existing travel patterns in the corridor including when people travel, they types of travelers, truck travel and Census 2000 Transportation Planning Package data
- Near Fort Collins I-25 and US 287 carry almost the same number of vehicles.
- Graphics were provided illustrating the travel patterns described.

6. *Roadway Alternatives*

- Marvioletta H. reviewed the managed lane alternatives, limited access lane alternatives and the additional lane alternatives.
- Todd F. reviewed the upgrade highway classification alternatives, new highway alternatives, new arterial alternatives and congestion management information.
- A committee member stated that they would like more information on the speed assumptions 75 & 65. It was pointed out that classification is often defined more by access than speed.
- Even with relocation of trains to the east – some trains would still travel along the front range.



MEETING MINUTES

- Northern communities are trying to create regional transportation authority. They would like to see CR 19 not 14 upgraded.
- The team will consider CR 16 as an alternative.
- A committee member pointed out that bike lanes would not likely be usable during the winter months.

7. Transit Alternatives

- Craig G. provided an update on the commuter rail alternatives.
- Glen Gibson suggested reviewing Japanese rail examples.
- Include other impacts
 - i. Traffic that would cross rail tracks if it were built
 - ii. Highway does not yet include ROW
 - iii. Need to create a level common measure for comparison of Alternatives
- Acela in the north east is high speed rail;
- Check difference from operating cost between HSR & CR
- Julie M. provided a summary of the Bus Rapid Transit and Light Rail alternatives
- \$/passenger may be a better measure in future
- Please review station planning process and Interchange Process in packet

Action Items:

Next Meeting:

November 18, 2004
1:30 to 3:30 PM
Southwest Weld County Services Complex

MEETING MINUTES

Regional Coordination Committee

MEETING DATE: February 24, 2005
LOCATION: SW Weld County Building
ATTENDEES: See Sign In Sheet
PREPARER: Felsburg Holt & Ullevig
Becky Noe

SUMMARY OF DISCUSSION

1) *Introductions*

2) *Review of the December Meeting Minutes*

- No comments.

3) *Schedule Update*

- No meeting in March to allow time to present the highway screening results of all alternatives in April. Upcoming RCC meetings will be on April 14th, May 19th and June 2nd. Monthly meetings are necessary during Levels 2 and 3 of alternatives screening. Meetings will likely be quarterly during production of the DEIS.

4) *Public Comments*

Kim summarized comments received since November:

- Interest in the affect that approval of FasTracks will have on bringing rail service to northern Colorado
- A number of comments indicating that US 287 should not be widened or upgr aded
- There seems to be support for tolling, if its reasonably priced however, no indication is given on what is reasonable)
- Concern about safety at US 34/I-25 interchange
- About 4,000 comments received to date on the project
- It was asked if the project team responds to every comment that requires a action. The project team does respond to all e-mail comments. Every comment gets a response, even if just a thank you.
- When we respond, do we try to educate? F or example, price on toll roads. Answer: Yes, if appropriate.

5) *Background and screening approach*

**MEETING MINUTES**

Regional Coordination Committee
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- Tom A. summarized the EIS process and the project's current status.
- Level 2B will involve a long series of technical meetings.
- The Executive Oversight Committee directed the project team to recommend an interchange plan that is best for the corridor, and not to steer the project too far in either direction of accessibility or mobility.
- Tom A. went through a summary of screening results for Level 1 and Level 2A, and then the screening approach for Levels 2 and 3.
- 6) Level 2B travel demand model data
- It was asked what the capacity of I-25 is today? The 4-Lane capacity is 80,000 vehicles per day.
- Karla H. asked do new interchanges/widening attract traffic from other roads? Yes, but the total number of trips in the model doesn't change. More accessibility possibly attracts more short trips.
- It was commented that adding additional interchanges attracts development. Has this affect been considered? At this stage of the analysis, this affect has not been considered but will be considered in latter screening efforts. In level 2B screening, the focus is to compare data between model runs, so in this analysis land use patterns have been held constant.
- It was asked if land use changes due to transportation alternatives. Transportation improvements will probably result in a redistribution of future land use in the study area but may not necessarily attract an increase in land use.
- The purpose of modeling I-25 with additional interchanges is to test the model's performance in redistributing traffic to new interchanges.
- It was commented that the modeling results show that adding more access increases traffic volumes on I-25 and adds additional cost.
- It was asked if the model considers growth in areas outside of the study area? The model takes into account growth outside of the study area.
- It was asked if household and employment growth numbers come from the State Demographer. Indirectly, the projections for households and employment do come from the State Demographer since the land use projections developed by DRC OG and the NFR MPO are based on estimates from the State Demographer.
- It was asked why an 8-lane I-25 was modeled. It was modeling to understand the possible future capacity needs along I-25 and to understand how much additional capacity is potentially needed to accommodate future demand.
- It was asked if trip origins and destinations will be reported? They will be evaluated by sections of highway.
- It was asked if VMT will be tracked between alternatives. VMT will be compared between alternatives.
- It was asked why the base year is 2001 not 2005. There are two reasons, the base year for the NFR MPO and DRCOG travel model 2001 and census data is from 2000. The model needs to be calibrated. This is done by running it with 2001 data and reviewing the result to if it mimics known existing conditions.



MEETING MINUTES

Regional Coordination Committee

February 24, 2005

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- It was asked how many model runs will be necessary for screening and how long does it take for the model to run. About 12 model runs will be necessary and the computer processing time is about 50 hours per run

7) Household Travel Survey

- The purpose is to understand other types of trips between the regions. The model and census gives information about work travel patterns, but the household survey will provide more information on other types of non-work related trips.
- A total of 10,000 households in the study area will receive the survey. After a period of a few weeks the households may receive a phone call inquiring about the survey.
- The household survey will be a written survey and will come with the CDOT logo. However, the survey itself will be administered by a consultant.
- There will be three steps in obtaining filled out surveys.
 - A household will receive a postcard indicating that they will be receiving the survey in the next few days.
 - Next, the survey will be sent to the household.
 - Finally, if the survey has not been returned the household will receive a follow phone call.

8) Other Comments

- It was asked in any of the modeling efforts were improvements considered south of SH 7. In both of the highway model runs, the 8-lane section was carried south of SH 7 to US 36. It was suggested that traffic volume data be provided for sections south of SH 7 on the bar charts of daily traffic volumes.
- Karla H stated that the new interchange locations shown in the "Access" bar chart are for modeling purposes only. Actual locations of new interchanges (if any) have not yet been determined.

Next Meeting

April 21, 2005, 4:00 – 6:00 pm

Loveland Police and Courts

NORTH I-25 EIS

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Regional Coordination Committee
February 24, 2005

Name:	Attended	Affiliation:	Specialty	E-Mail Address:
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Kristy Duffy	Present	Town of Windsor		kduffy@windsorgov.com
Stan Elmquist	Present			Stanley_elmquist@dot.state.co.us
Rosalie Everson				
Don Feldhaus	Present	City of Greeley		Donfeld7@cs.com

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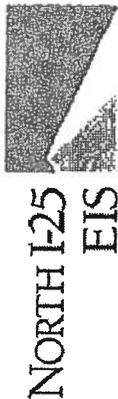
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Regional Coordination Committee
February 24, 2005

Name:	Attended	Affiliation:	Specialty	E-Mail Address:
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Tim Gaines		Town of Timnath		gaineses@frii.com
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Glen Gibson		Larimer County		ggibson@larimer.org
Pete Graham		CDOT		pete.graham@dot.state.co.us
Jennifer Gray				
Bill Haas	Present	FHWA		
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Regional Coordination Committee
February 24, 2005

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Stuart Kendall				
Chris Kramer		City of Commerce City		ccramer@ci.commerce-city.co.us
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Vicky McLane	Present	NFRMPO		
Holly Miller	Present	FHU	Transportation	Holly.miller@fhueng.com
Marti Morgan				
Julie Morrison	Present	Carter Burgess		
Gregg Mugele	Present	FHU		Gregg.mugele@fhueng.com



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Regional Coordination Committee
February 24, 2005

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Tony Ogboli(A)		City and County of Denver		Tony.ogboli@ci.denver.co.us
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Ron Phillips(A)	Present	City of Ft. Collins		rphillips@fcgov.com
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Jeanne Shreve		Adams County		jshreve@co.adams.co.us
Jim Sidebottom				
J.R. Snelser		Town of Milliken		nanette@town.miliken.co.us
Ron Speral	Present	FHWA		Ronald.speral@fhwa.dot.gov

Federal Highway Administration • Federal Transit Administration • Colorado Department of Transportation



**NORTH I-25
EIS**

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SIGN IN SHEET

Regional Coordination Committee
February 24, 2005

Name:	Attended	Affiliation:	Specialty	E-Mail Address:
Karen Stuart		City and County of Broomfield		Jstuart688@aol.com
Bill Swenson	Present	CDOT	Transportation Commission	Billtc1@comcast.net
John Taylor		Town of Gilcrest		Gtvfsjt5@aol.com
Marty Tharp	Present	City of Ft. Collins	Councilman	mtharp@fcgov.com
Glenn Vaad	Present	Weld County		gvaad@co.weld.co.us
Jean Wallace		Federal Hwy Admin		Jean.wallace@fhwa.dot.gov
Bruce Williams		Town of Superior		brucew@townofsuperior.com



MEETING MINUTES

Regional Coordination Committee

MEETING DATE: April 21, 2005

LOCATION: Southwest Weld County Service Complex

ATTENDEES: See Sign In Sheet

PREPARER: Felsburg Holt & Ullevig
Becky

SUMMARY OF DISCUSSION

1. *Introductions*

2. *Comments on February Meeting Minutes*

- No comments

3. *Project Review/Update*

- Recent comments on the project's draft Purpose and Need statement from the US Army Corps of Engineers and FHWA are being addressed. Outcome will be discussed at the May RCC meeting.
- Today we'll discuss recommended results for highway alternatives screening process. Next month we'll discuss transit.
- Level 2 screening results will be presented at a series of four public meetings in June – dates and cities are in the meeting packet.

4. *Preliminary Level 2B highway evaluation and screening*

- Holly M. presented slides showing the highway screening approach, the overall Level 2B screening process flow chart, and the four types of highway alternatives under consideration. It was suggested that a picture of a Limited Access Lanes facility would be helpful.
- Chris P. explained why there are not yet any model results for the Toll and HOT lane alternatives. The travel demand models from two MPOs have been combined into one new model for the project. It recently became evident that the DRCOG model was not functioning properly for tolling. There is a "bug" in the software that must be fixed. DRCOG is working with their software vendor to correct this region-wide problem. Until then we must limit our evaluations to the data that is available.
- The bar charts for the Limited Access Lanes and for the General Purpose Lanes graphics show different daily traffic volumes because new capacity on I-25 will attract more demand – trips from other roads.
- It was asked what is there to prevent more access points being added to the Limited Access facility after it is operating, and how much pressure to add more access have



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existing Limited Access facilities experienced. The Project Team will research these issues.

- Suggestions were made to show separate volume-to-capacity ratios for the different lane types; and to show more bars that match the various termini of the alternatives.
- It was asked what the working definition for congestion is. The project is using the North Front Range MPO's 0.87 volume-to-capacity ratio, at which point conditions become congested. It is not the high speeds that a committee member witnessed along the T-Rex project in southeast Denver.
- A comment was made that the favorable safety evaluation for the 8-lane alternative is surprising since the southern California experience is that 8-lane highways have twice as many incident calls as 6-lanes.
- The Mobility graphic that shows both the Northbound PM Peak Travel Times and the % Congested Lane Miles will be split into two separate graphics. That will allow for a larger vertical scale to show differences between alternatives, and also the possible addition of southbound travel times.
- The Aging Infrastructure graphic prompted the question of why all of the alternatives north to SH 66 are given the "Worst Rating". That is because the 2030 No Action Alternative will have replaced deficient structures and Poor/Fair pavement as far north as SH 66, so only the alternatives that have limits further north will further improve aging infrastructure.
- The practicability bar chart compares alternatives in terms of their construction costs divided by person-trips, not "per annual user" as shown. Operating and maintenance costs will be added to construction. The intent is to develop a measure that can compare total costs between highway and transit alternatives in Level 3 screening. The key point is the relative difference in costs between alternatives. For example, Limited Access Lanes to SH 1 would cost five times as much as HOV lanes to SH 66. It was concluded that this graphic should be revised before it is shown to the public.
- Gina M. presented the environmental screening results. Level 2B analysis used findings from 1A and new data such as total vehicle miles and hours traveled and peak hour speeds for adjacent residential development, but air quality, wetlands, and hazardous materials are potential environmental issues.
- The differences in vehicles miles traveled (VMT) between alternatives are relatively small.
- The two highway alternatives that appear to best meet Purpose and Need, 8 General Purpose Lanes and Limited Access Lanes, also require the most new right-of-way and have the highest costs.
- Based on the screening performed in Level 2B, no highway alternatives are likely to have what would be considered significant impacts.
- The question of what difference new fuels by the year 2030 might have was asked, and the response was given that they would likely affect highway alternatives the same way.



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- Holly M. presented the preliminary 2B highway screening recommendations. Retain seven alternatives as Stand-Alone for Level 2 screening: the No-Action; the 6-lane and the 8-lane General Purpose Lanes, the Limited Access Lanes to SH 1; and the HOV, Toll and HOT lanes to SH 14. Eliminate five alternatives as Stand-Alone: HOV and HOT Lanes to SH 66, Toll Lanes to SH 66 and to US 34, and HOT lanes to SH 34.
- It was asked why the 6 General Purpose Lane alternative should be retained if it would not fully met future travel demand. Discussion included this alternative's advantages that it could provide an opportunity for a balanced package of highway and transit improvements. If only the 8 lane General Purpose Land Alternative is retained, then there is no capacity need for transit or local road improvements. There was general agreement to keep both the 6- and 8-lane alternatives on the table until there are compelling reasons to screen them out.

Next Meeting:

May 19, 2005 (Please note the time change as was discussed at the end of the April 21st Meeting.)
Southwest Weld County Services Building
3:30 – 5:00 PM