

## APPENDIX C

# Transcript of Public Hearing Verbal Comments

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At the April 22, 2004 Open Forum Public Hearing for the Interstate 25 Environmental Assessment, a court reporter was provided for the convenience of individuals who preferred to make verbal comments rather than complete a written comment form.

A total of 22 individuals elected to use this method for submitting comments. The attached transcript presents these comments in the order in which they were received.

In Appendix B of this NEPA decision document, under the name of each individual who submitted verbal comments at the hearing, the reader is directed to Appendix C to find written documentation of the verbal comments received.

The names of those who submitted verbal comments, in alphabetical order, are listed below, along with the transcript page numbers at which their comments can be found:

- Baer, Bob (pp. 6-7)
- Bean, Elaine (pp. 4-6)
- Bray, Jean (pp. 38-41)
- Conklin, Richard (pp. 31-33)
- Dolder, Karl (pp. 28-31)
- Emeson, Mark (pp. 19-21)
- Erwin, Chuck (pp. 7-14)
- Finley, Judy (pp. 23- 26)
- Groom, Bill (pp. 14-16)
- Marich, Dale (p. 26)
- Ormsby, Janelle (pp. 16-17)
- Reichert, Don (p. 4)
- Rice-Jones, Judith (pp. 33-38)
- Schooler, Terry (p. 28)
- Sherman, Todd (pp. 17-18)
- Smith, John M. (pp. 3-4)

- Smith, Phyllis (p. 41)
- Strub, Jim (pp. 26-28)
- Whitacre, Fred (pp. 2-3)
- Wilcox, Erna (pp. 21-22)
- Wilcox, Rolland (p. 22)
- Young, Tom (pp. 18-19)

The transcript on page 41 seems to end with the final speaker in mid-thought. This is not a transcription error. The court reporter attests that the comments from the final speaker did indeed trail off, as presented.

I-25 ENVIRONMENTAL ASSESSMENT STUDY

ENVIRONMENTAL ASSESSMENT OPEN FORUM

Le BARON HOTEL

APRIL 22, 2004

PUBLIC OPINION COMMENTS

ORIGINAL

TIM WEST, CSR, CM

CERTIFIED SHORTHAND REPORTER  
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1                   The following are comments given by the  
2 public attending the open forum:

3  
4                   MR. FRED WHITACRE: Fred Whitacre, 1205  
5 Wood. Well, we live on the north end, and the  
6 greatest concern I have is that when people do  
7 this, they pay attention to the needs of the  
8 north end, the old north end. They didn't last  
9 time. They like to say they did.

10                   We attended a meeting where they told  
11 us how many--what is it?--small percentage of  
12 the noise increase there was, and therefore, we  
13 were a little nuts to think that we actually  
14 heard more noise. It became a huge issue.

15                   They put the wall on the west side;  
16 didn't put anything on the east side, so I  
17 don't know. I think the answer lies, from what  
18 I read and hear, in berms, and I hope they'll  
19 consider doing proper noise barriers on both  
20 sides of the freeway when they increase this.  
21 They missed the boat last time.

22                   And secondly, yes, I still like a light  
23 rail, and I wish they could do something about  
24 Powers Boulevard to turn it into a true  
25 interstate bypass. I can't imagine this

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1           happening, because there's so much business  
2           there now; but they have ways. If they could  
3           turn that into a bypass, that would be very  
4           helpful.

5                         And I know I'm going to hear, Well,  
6           is this going to mean ten percent? I don't  
7           know. People don't know 'til they do it.  
8           Thank you.

9                         I'm back. I really hope they pay a lot  
10          of attention to the most historical area of  
11          this town, which is Colorado College, north  
12          past Uintah, and maybe all the way up to  
13          Jackson, because there's -- I look at the noise  
14          mitigation issues here; seems to be nothing  
15          that really covers that area. They covered  
16          south through Colorado College from Uintah, to  
17          cover the duct area and things like that, but  
18          north of Uintah, there really needs to be some  
19          attention.

20                         That is the most historical area of  
21          the city. All houses are turn-of-the-century,  
22          before, and in the interest of moving traffic,  
23          I think people forgot about that last time.

24  
25                         MR. JOHN M. SMITH: My only comment is,

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1 after looking at the noise abatement, you're  
2 planning to put things south of Uintah and  
3 north of Fillmore. And I happen to live in  
4 between those two, and right now, we cannot  
5 leave the bedroom windows open at night because  
6 of the noise.

7 And so it doesn't look like they're  
8 planning on doing anything about the noise,  
9 where we live anyway. So I live on Cascade,  
10 south of Fillmore and north of Uintah. That's  
11 the only comment.

12

13 MR. DON REICHERT: Don Reichert,  
14 R-E-I-C-H-E-R-T. The only comment I have is,  
15 this is a project that needed to be underway  
16 about 20 years ago; and with all the fuel taxes  
17 we pay, and license fees we pay, there should  
18 have been money available if it had been  
19 prioritized, and put where it should have been.

20

21 MS. ELAINE BEAN: Elaine Bean, B-E-A-N.  
22 I have several issues that I'm concerned about.  
23 First is the -- the Berlin Wall effect of I-25,  
24 which is built up off dirt between the east and  
25 west sides of Colorado Springs, between

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1 Colorado and Cimarron.

2 Confluence Park is being built there,  
3 and there is also a very good access being  
4 planned from the east, but I-25 is acting as a  
5 barrier to the park from the west. The City  
6 has just put in a bridge over Monument Creek  
7 for access from the west, and there is a tunnel  
8 right now under I-25 that connects the west to  
9 the east.

10 From comments here today, they're  
11 planning on taking that -- that access under  
12 I-25 out, and I would suggest that we do  
13 everything we can to keep that. That way,  
14 people that live on the west side in the  
15 neighborhoods can walk under I-25 and reach  
16 Confluence Park. And it also allows the arts  
17 district to, perhaps, spread to the west side  
18 in the future. Okay?

19 Then, the sound walls, I would really --  
20 we would really, as -- I'm a member of the  
21 Downtown Arts District Association, and we  
22 would like to have artistic input into the  
23 sound walls, maybe even to the point of giving  
24 a grant for someone to design them in a more  
25 artistic way, similar to Pueblo's walls.

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1 That's about it.

2 Okay, I just remembered one thing. I'm  
3 concerned that the staff of CDOT is closing  
4 their minds to this option. They're saying  
5 that a tunnel would be cost prohibitive.  
6 However, I think they need to look at the  
7 broader picture of the future of Colorado  
8 Springs and neighborhood connectivity. Thank  
9 you.

10

11

MR. BOB BAER: Bob Baer, B-A-E-R.

12

Concerned about the Marksheffels (sic) area,  
13 Banion (sic) -Lewis Ranch where we're going to  
14 have 200,000 more people in the city in the  
15 next 20 years, 80,000 houses.

16

17

18

19

20

21

22

23

24

25

Information I've received is that the  
developer has to deed over the property for a  
six lane highway parallel Marksheffels Road,  
and then the county picks it up, or the state  
picks it up on both ends and dumps it back into  
I-25, which is a mistake. They should continue  
it going north, and go in east of Denver into  
the Denver International Airport area, 'cause  
as the I-25 is not going to be able to handle  
that much when you have over 200,000 plus cars

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1 in less than 20 years going in.

2 The other factor is that we need --  
3 drastically need a rapid transit system, and so  
4 rather than go with ground surface and a lot of  
5 right of ways that need to be bought, and  
6 routing changes it impacts, we would be much  
7 better off getting above and going with a  
8 monorail or a transit system above the traffic.  
9 You've got the views to look at, and it would  
10 be a successful venture, and it would be very  
11 progressive.

12 And the other big factor would be  
13 definitely to pick up a passenger rail system  
14 to go from -- at least from Pueblo to Colorado  
15 Springs to Denver on the existing freight lines  
16 that are going to be abandoned in the near  
17 future by the freight people.

18 That's about it. Those are the major  
19 concerns. The others is environmental impact,  
20 which doesn't affect transportation, but it's  
21 going to affect housing.

22

23 MR. CHUCK IRWIN: Chuck Irwin, I-R-W-I-N.  
24 I've expressed these comments before, but I  
25 wanted to make sure they're said again, since I

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1           came up, came all this way here.

2                       Basically, we need four general  
3           purpose lanes in each direction; no HOV, and no  
4           other alternate mode of travel. Alternate  
5           roads, not modes, that's what we need.

6                       The reason for that, especially in rush  
7           hour times, that's the time when you need the  
8           additional capacity the most. We are  
9           experiencing a tremendous amount of congestion,  
10          and the analogy I can -- can use best is the  
11          issue of like a heart doctor.

12                      If a doctor refused to give needed  
13          surgery to the heart patient because it's just  
14          going to encourage their continued behavior in  
15          high cholesterol drugs -- I mean, high  
16          cholesterol foods and that type of thing, and  
17          so he refused to do surgery and the dude died,  
18          that's malpractice. That's not serving the  
19          patient's needs.

20                      By not expanding the highway, and giving  
21          congestion to the area because expanding the  
22          highway is just going to, quote, create more  
23          traffic is committing malpractice with our  
24          highway system and our roadway system.

25                      What we need to do is create a alternate

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1 freeway to I-25, with I-25 being four lanes  
2 each way. Powers Boulevard needs to be the  
3 alternate, not Marksheffel.

4 I remember when I was hearing that we  
5 had the first proposed beltway was Circle  
6 Drive; then they moved it to Academy; then they  
7 moved it to Powers. They keep moving it  
8 further and further east, and they never built  
9 the beltway. It's time we built the beltway at  
10 Powers. If we keep moving it east, we will  
11 never build it.

12 We can talk about a second beltway  
13 further from Powers, Banning-Lewis Ranch  
14 Parkway, something like that, in addition to  
15 Powers being completed as a freeway beltway,  
16 but we need to have the freeway beltway.

17 Having HOV's only during peak periods of  
18 time of travel is the worst time to have an HOV  
19 lane, just like who would be the worst person  
20 to give additional cholesterol to clog the  
21 arteries? The person that needs the triple  
22 bypass surgery, the person that has restricted  
23 flow, that is the worst person you could give  
24 additional cholesterol to to clog the arteries.

25 So -- but that's exactly what we're

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1 doing by constricting capacity at the time that  
2 we need it the most. And again, I look at -- I  
3 look at the amount of vehicles being able to  
4 move up and down the freeway rather than the,  
5 quote, potential for how many people can use  
6 the given lane. Potentially, every car can  
7 have five people, but that's not very  
8 practical. That's not reality.

9 Having an HOV lane so that two people  
10 per car can go up and down it, or more, the  
11 fact is, there's going to be very few people  
12 that are using those HOV lanes. And the ones  
13 that do use the HOV lanes would have car pooled  
14 anyway. Families going to different places,  
15 friends going to different places, family night  
16 out, friends going to a movie, friends going  
17 out to eat, whatever the case may be, they  
18 would have used -- they would have car pooled  
19 anyway without the HOV.

20 I don't see that the HOV lanes are doing  
21 much of anything to encourage car pooling.  
22 I've seen them fail miserably in Denver and  
23 many other cities. They just don't work.  
24 They're ghost town lanes that only eat needed  
25 capacity. If they were converted into general

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1 purpose lanes, you'd have freer flowing traffic  
2 for everyone.

3 I am not concerned about the Preble's  
4 Meadow Jumping Mouse, or other environmental  
5 concerns. We need to put in our freeway.  
6 That's a bigger environmental issue than a  
7 little bit of fish or little rodent. The  
8 freeway is more important. We need to put in  
9 the freeway, widen the freeway.

10 We also need to plan for additional  
11 freeways; not only Powers, but ones east-west,  
12 like Woodmen Road, like Cimarron going through  
13 downtown, connecting with U.S. 24 bypass, and  
14 continuing out east, eventually connecting to  
15 existing U.S. 24.

16 Also, Drennan Road should -- the  
17 right of way should be preserved for freeway.  
18 These improvements will get rid of the  
19 congestion in the area. We are the most  
20 congested city of our size, and it's time that  
21 we do something about it.

22 And you will never solve congestion  
23 by expanding capacity for non-congested mode.  
24 You will not solve congestion by putting in  
25 buses, by putting in light rail, by putting in

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1 HOV's, or commuter route or bikeways or  
2 pathways. Those are not going to solve  
3 congestion.

4 What is congested is cars. People  
5 say that you -- if you expand the highway, it's  
6 just going to fill up again. Well, not  
7 necessarily. Generally what happens, if you  
8 have a freeway that experiences congestion,  
9 people take the surface streets surrounding the  
10 freeway. Then as those streets become  
11 congested, they take the minor neighborhood  
12 streets and congest those, or put additional  
13 traffic through those streets. As freeways are  
14 widened, those trips then are transferred back  
15 on to the preferred road, which is the freeway.

16 If freeways become congested just due to  
17 access capacity, and miraculously, the number  
18 of trips increase to fill up the freeway, then  
19 why isn't the access capacity in Wyoming on  
20 I-80 creating congestion through Wyoming, or  
21 I-25 through the Springs at three in the  
22 morning? Why isn't that congested?

23 It's because supply of roadway  
24 exceeds the demand for the roadway at that  
25 particular time, or that particular location,

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1 and that is the key - to make sure that the --  
2 the supply of roadway always exceeds demand,  
3 and then you won't have the congestion. It can  
4 be done if we don't waste money into alternate  
5 modes, and waste time and resources deciding  
6 against projects that really need to be put  
7 through.

8 If we plan for the future and we put  
9 through needed roadway projects, even with  
10 neighborhood opposition, then our congestion  
11 will decrease. But as long as we focus, or put  
12 too much resources on alternate modes of  
13 travel, and as long as we listen to  
14 neighborhood interests over the needs of  
15 mobility, and as long as we don't plan for the  
16 right of way for future needed freeways, as  
17 long as we continue to do those things, we will  
18 be stuck in ever worsening congestion.

19 It's the squeaky wheel that gets the  
20 grease. We need to stop listening to that  
21 squeaky wheel, and, rather, listen to and  
22 observe what people are using. They are not  
23 using transit. Very few people are using  
24 transit at all. We need to focus on the mode  
25 most used. You will never solve congestion by

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1 expanding capacity for the non-congested mode.  
2 Isn't going to happen.

3 There is a small vocal minority pushing  
4 transit over highways, but there is a large,  
5 non-vocal majority who, every day, choose to  
6 drive their cars, even though there's a bus  
7 that goes right where they want to go. It's  
8 time we listen to that majority. It's time we  
9 expand capacity for the mode most used, and  
10 neglect the minority modes that are well under  
11 five percent of all the trips.

12 We need to solve congestion for the  
13 mode that is over 80 percent of all trips, and  
14 that's our highways, that's our cars, that's  
15 our roadways. That's where our focus has to  
16 be, above neighborhood concerns, above trying  
17 to decrease vehicle miles traveled. That  
18 should be secondary. What is primary is  
19 expanding capacity for the mode most used.

20

21 MR. BILL GROOM: My wife and I own the  
22 property on West Bijou and 7th Street where The  
23 Fish Market Restaurant sits on top of the  
24 bluff. And our concern, of course, is access  
25 from the interstate, as well as from the

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1 downtown area across the Bijou Bridge to that  
2 restaurant.

3 We don't operate the restaurant.  
4 It's been leased on a long-term lease to a  
5 national restaurant chain.

6 The restaurant's presently closed for  
7 remodeling. I'm not sure just when they're  
8 going to get the remodeling done, but I expect  
9 them to get started sometime in the next six to  
10 eight months, and have the restaurant open  
11 within about six months after they start  
12 remodeling.

13 So if that Bijou Bridge is, or if the  
14 off-ramp and the bridge is closed totally to  
15 interstate traffic, our interests would be in  
16 making sure that it is the shortest term  
17 possible, the closure is as short as possible.  
18 And I would imagine that would mean the option  
19 that we would prefer is that the bridge would  
20 be totally taken down and a new bridge  
21 constructed, rather than try to keep that  
22 bridge partially open while they go through the  
23 partial destruction and the partial  
24 reconstruction, in effect, of two bridges  
25 there. So if you're interested in my

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1 preference, that would be that preference.

2 And the second thing, during that  
3 period of time, extremely important is to have  
4 at least off ramp access coming south on the  
5 interstate to be able to get off on Bijou and  
6 go west on Bijou, and then to have some way to  
7 get off the interstate, at least on -- on  
8 Colorado Avenue, so that some kind of an off  
9 ramp could be built there. They could come off  
10 on Colorado and it still wouldn't be terribly  
11 inconvenient to get around to the restaurant.

12 And so those are the two concerns -  
13 as quick as possible, and, you know, try to  
14 make sure there is an off ramp coming off the  
15 interstate to get onto Bijou westbound, and an  
16 off ramp to get off on Colorado westbound there  
17 to come around to the restaurant there, that  
18 way. And that's it.

19

20 MS. JANELLE ORMSBY: Janelle,  
21 J-A-N-E-L-L-E, Ormsby, O-R-M-S-B-Y. I hate the  
22 wall because it takes away from visitors coming  
23 into Colorado Springs being able to see Pikes  
24 Peak when they go from north to south on the  
25 freeway. Okay? Plus, the wall, since the wall

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1 is up, now all the traffic hits the wall,  
2 bounces over the wall, and hits us full bloom  
3 at our house in the summertime. We hear  
4 nothing but traffic.

5 It isn't so bad in the winter because  
6 we have the doors closed. But that's why I  
7 don't like the wall. Okay. I've said my ten  
8 cents' worth now. Plus, you know, we paid the  
9 taxes for it. Why bitch about it now, right?

10

11

MR. TODD SHERMAN: Todd Sherman,  
12 S-H-E-R-M-A-N. The number one, main problem in  
13 traffic in Colorado Springs is coming into  
14 Colorado Springs from the north on I-25, and  
15 trying to get through Woodmen intersection.  
16 The problem is that as soon as you get past the  
17 Woodmen intersection and the on ramp, that's a  
18 complete bottleneck almost every day; and it  
19 often backs up for miles, sometimes to the  
20 north gate of the Air Force Academy, which is  
21 about seven miles.

22 Let's see how to phrase it politely.  
23 It's a waste of time to do anything else to try  
24 to alleviate traffic congestion until you fix  
25 that problem. The problem can be fixed by

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1 immediately adding a third lane, or a fourth  
2 lane, even, between Woodmen and Nevada  
3 southbound. That pretty much says it.

4 Okay. All other intersection  
5 engineering and widening should be secondary to  
6 fixing that one main problem, improve traffic  
7 flow immeasurably. I think that's it.

8 HOV lanes, most of the cars coming into  
9 Colorado Springs in the morning during rush  
10 hour have only one occupant. Establishing an  
11 HOV lane for just the few cars that have more  
12 than one occupant would not help at all. It  
13 would just waste a lane that could be used by  
14 many cars instead of just a handful of cars.  
15 Okay.

16

17 MR. TOM YOUNG: Tom Young. I think it's  
18 important that we go ahead and get these  
19 dollars that are allocated now spent on the  
20 projects-- I-25 in Colorado Springs--now  
21 because the issues that we're facing aren't  
22 solvable by waiting.

23 I think the problems will become  
24 greater, and the costs will become greater; and  
25 we in southern Colorado have not always had

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1 rapid access to the funding, so if we lose this  
2 funding now, I'm not sure how long it's going  
3 to be before we get these kinds of dollars.

4 And I realize that it doesn't  
5 complete everything, but we've at least got to  
6 start. Because as we see what's happened with  
7 Academy Boulevard, what's already happening  
8 with Powers, and the development that's already  
9 out to Marksheffel, we're not going to have any  
10 limited access, north-south solution probably  
11 for the next generation. That's all I have.

12

13 MR. MARK EMESON: My name is Mark Emeson,  
14 E-M-E-S-O-N, and I've been involved in The  
15 Drive-In Liquor since 1971. The property has  
16 been a liquor store since 1958.

17 We have previously been involved with  
18 the highway department when they enlarged the  
19 overpass, or the viaduct over I-25 the last  
20 time, and we do have a viaduct over the parking  
21 lot in front of our store. And now, I  
22 understand that because they want to enlarge  
23 the viaduct, they want to take out the store.

24 It's my opinion, if we've existed  
25 with the viaduct over/in front of our property,

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1 there's no reason why we can't remain at the  
2 same place with an enlarged viaduct; and I  
3 can't quite understand why they're forcing us  
4 to move because they want to enlarge the  
5 viaduct.

6 Also, I've been following this I-25  
7 expansion for the last five to ten years, and  
8 it's my opinion that a number of people that  
9 were at these meetings talked about an  
10 environmental impact study, which, to my  
11 knowledge, has never been carried out as of  
12 yet.

13 Also, the majority of the people five  
14 to ten years ago talked about circumventing the  
15 downtown area and making an alternate I-25 that  
16 circumvents Colorado Springs similar to Highway  
17 24 that goes up Colorado Avenue, and we have a  
18 -- a alternate Highway 24. This would help in  
19 hazardous waste vehicles traveling through the  
20 city.

21 This would also help enlarged semi-  
22 trailers that we've seen in the past have jack-  
23 knifed and caused tie-ups in I-25. It just  
24 seems to me that an alternate I-25  
25 circumventing the city would be more feasible

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1 for vehicles traveling through the city, and  
2 eliminating a lot of traffic, and keeping noise  
3 levels down.

4 And I just want to register my  
5 comment and let the State Highway Department  
6 know how a number of people in this town feel -  
7 that it's just not good business to cut through  
8 the center of town with a large highway such as  
9 I-25 with the kind of vehicles that are going  
10 to be traversing that road, and could cause a  
11 multitude of problems yet to come.

12 If we had some hazardous waste have an  
13 accident here, God knows -- only knows what a  
14 problem we could have.

15

16

MS. ERNA WILCOX: Erna Wilcox, E-R-N-A.  
17 And, well, my feeling is that I think we should  
18 have a road on the east side of town, far east,  
19 that goes from -- a toll type road; and also to  
20 get Powers finished so that people can go  
21 Powers and not come down I-25. Hopefully that  
22 will help.

23 I mean, I know they keep telling us here  
24 that most of the traffic that's on I-25 comes  
25 into the city, but I still think we need

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1 something to the east. I think that should be  
2 finished.

3

4 MR. ROLLAND WILCOX: That's my feeling,  
5 too, that they should have something that  
6 carries, like, trucks and stuff going from  
7 Denver to Albuquerque wouldn't be only on I-25.  
8 You know, they'd be farther east. And I think  
9 that people, to avoid congestion, would use the  
10 highway if it wasn't congested like I-25 is  
11 between here and Denver.

12

13 MRS. ERNA WILCOX: Well, I will say that  
14 the noise barrier they have along I-25 is so  
15 low in some places where they -- the highway is  
16 higher, so the noise comes over the wall.  
17 Because we live west of the freeway, and up on  
18 the hill, so the noise comes up over the wall  
19 and we hear it.

20 We can also hear the trains, but those  
21 trains have been there a long time, so I don't  
22 think they can stop that. But the truck  
23 traffic is loud; and sometimes they use those  
24 brakes on the trucks, make noise there.

25 But I know people that are along the

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1 freeway there, they say the trucks make an  
2 awful lot of noise, because there are places  
3 where the wall is low and they made the highway  
4 so high.

5 And then the foliage that they put, we  
6 have a lovely path along the west side of the  
7 freeway there, and a lot of trees and shrubs.  
8 But they planted those evergreens so close to  
9 the wall, they're very, very close to the wall,  
10 and seems to me that if they planted a lot of  
11 trees that grew up over the wall, that that  
12 might help the noise from coming on the freeway  
13 and over the hill, because that would make a  
14 little bit of noise barrier. Okay?

15

16 MS. JUDY FINLEY: My name is Judy Finley,  
17 F-I-N-L-E-Y, and I'm especially concerned about  
18 two things. One is the Monument Valley Park  
19 entry at Bijou Street, which they're going to  
20 have to change a little. And I'm concerned  
21 that the -- they're going to have to put in a  
22 couple of steps and a little retaining wall.

23 I'm concerned that they redesign that  
24 area to match the current rock work at that  
25 entryway, and do their best to preserve the

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1 access to the park from that downtown entrance  
2 from a visual point of view, as well as from an  
3 easy access point of view for bicycles, so they  
4 don't have to go up steps. That's my main  
5 concern there.

6 And also I would like to comment on --  
7 well, I know they're going to put some noise  
8 walls in around Monument Valley Park. I do  
9 think the noise is probably the most crucial  
10 issue, and I'm not sure that your noise models  
11 really reflect what actually happen to people's  
12 ears in the neighborhoods.

13 I do live in the north end of town  
14 between Uintah and Fontanero, and I think, in  
15 the long run, since you're not planning noise  
16 walls in that area on the east side of the  
17 freeway, that the -- you should really consider  
18 -- CDOT should really consider a pilot project  
19 using rubberized asphalt pavement materials,  
20 which have been used in other parts of the  
21 country.

22 And I know there's a lot of discussion  
23 about it right now. I think they should use it  
24 as a pilot test project to study the reduction  
25 in noise levels; and I understand they're

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1 significant with this kind of rubberized  
2 asphalt material.

3 The third thing I'm concerned about is  
4 Colorado College. I don't see any input here,  
5 or any listing of Colorado College as a factor  
6 in the noise studies. It is a school, so it  
7 would qualify for the interior, the lower  
8 decibel level I think is 57, and I'm -- I think  
9 CDOT should at least seek input from Colorado  
10 College before they do their final report.

11 Also, I'm reading page 3-70 of your EA,  
12 talking about mitigation measures, and it says  
13 here, A final decision on the installation of  
14 abatement measures will be made upon completion  
15 of project design and the public involvement  
16 process. During final design, CDOT will take  
17 into account the desires of the affected  
18 property owners and obtain their further input.  
19 So I hope that's actually going to happen, and  
20 not just pay lip service to this kind of public  
21 event.

22 Of course, I'm concerned about Monument  
23 Valley Park, same kind of thing. I think  
24 they're doing pretty well in attempting to  
25 mitigate the noise impacts on Monument Valley

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1 Park, but I hope they'll continue to get in  
2 touch with the people who really are -- who  
3 really use these things, including the bike  
4 paths, as the process goes on. I don't know  
5 what your deadlines are, but I appreciate any  
6 efforts in real communication, and this is one  
7 of them, so appreciate that. Thank you.

8

9 MS. DALE MARICH: Dale Marich,  
10 M-A-R-I-C-H. I'm just voting that they start  
11 working on the Bijou interchange next. It just  
12 -- that seems like it's a bad problem. I had  
13 no idea there was such a complicated process,  
14 and just wanted to see what I could do to speed  
15 up the process any way. That's all.

16

17 MR. JIM STRUB: My name is Jim Strub,  
18 S-T-R-U-B. I live on Chelton Road near the  
19 intersection of Union and Fillmore. I drive  
20 the freeway a lot.

21 I think the whole plan is very well  
22 done, well thought out. I think the approach  
23 is very sensible, taken all the necessary  
24 precautions and assessments. It's long past  
25 due. The faster it's finished, the happier

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1 we'll all be.

2 I especially like just the driving  
3 lanes. I don't really know how useful the HOV  
4 lanes will be. I've driven on them in Denver.  
5 There is usually hardly anyone on them.

6 If there is the possibility of making  
7 them toll lanes so that single occupied  
8 vehicles can use them, that might be -- that  
9 might move more traffic than just keeping them  
10 for multiple occupancy vehicles.

11 I don't see any need for light rail  
12 because I don't think enough people will use it  
13 to make it worthwhile. And I'm glad you're  
14 also studying bypass to the east, whether it's  
15 Marksheffel or a really upgraded Powers  
16 Boulevard that goes all the way through, and is  
17 limited access. That's a detail. But there  
18 needs to be something over there to supplement  
19 the interstate.

20 I like the idea of the front range toll  
21 road all the way from Pueblo to Fort Collins.  
22 I don't know if it's financially feasible.  
23 That's something somebody has to study very  
24 carefully to assess. But basically, I think  
25 everything is on the right track, and I wish

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1 you well, and hope it's done quickly.

2

3

MR. TERRY SCHOOLER: Terry Schooler, 1045  
4 Berglind Road, 80920, Colorado Springs. Well,  
5 I would say we're long overdue to get the  
6 project underway and built in a timely and safe  
7 fashion, 'cause I think the -- some of the  
8 consequences of not building it is that traffic  
9 wanders off onto the side roads, basically on  
10 the east side to the -- turning off either  
11 Uintah or whatever; wanders up through Cascade  
12 Avenue, Nevada, so on.

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Whenever there's a traffic jam,  
accident, or whatever, I see people do that. I  
do that to avoid the back-up on the interstate.  
So I think, by the widening project, the  
traffic will flow better, and probably be less  
pollution; certainly be quicker.

I'm impressed with how much effort the  
Department has taken for public input and  
trying to hear and mitigate whatever problems  
the people have come up with. So let's build  
it. Thank you.

MR. KARL DOLDER: My name's Karl Dolder,

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1 spelled with a K, K-A-R-L, D-O-L-D-E-R. Okay,  
2 I'm a member of the El Paso County Highway  
3 Advisory Commission, so I am somewhat aware of  
4 transportation issues in El Paso County. I  
5 also travel extensively from, essentially, Fort  
6 Lupton, Colorado to Colorado Springs, and  
7 sometimes as far south as Pueblo.

8 I drive a lot. I'm an outside sales rep  
9 for a concrete products manufacturer, so I go  
10 all over in that big range of area, and  
11 sometimes I even go to Cheyenne.

12 I feel like I know kind of what works  
13 really well and what doesn't, and the current  
14 status of HOV lanes, wherein anyone can drive  
15 in the HOV lane, whether they're legally  
16 allowed to or not, does not work. I find that  
17 that's a real aggravation to those of us who  
18 are driving and staying within our legal  
19 limits.

20 So if you have what I would call an  
21 express lane, then let's make it so that it's  
22 somewhat restrictive in access. Let's make it  
23 a toll road so that -- like they have on E-470,  
24 which works very well. I like that.

25 And between stations, I would highly

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1 recommend that you have a policy so that you  
2 can track when a vehicle passes from one point  
3 to the next point in so much time, you know  
4 whether he's speeded or not, and you can ding  
5 him for it. I think that makes a lot better  
6 sense on speed control.

7 As soon as these guys get first  
8 warnings, and then a small fine, and then a  
9 more severe fine, and potentially revocation of  
10 their pass for speeding, I think that would  
11 help a lot. That's important to me.  
12 Otherwise, those HOV lanes, or what you would  
13 call an express lane, just become kind of a  
14 free ride for anybody who can get away with it;  
15 and I don't like that. To me, it doesn't work  
16 well.

17 Comments on the North Gate/Powers Road  
18 extension, and why didn't it ever go to  
19 Interquest Parkway? Seemed kind of odd that it  
20 was intended at one time to go to Interquest  
21 Parkway. Something changed, and the powers  
22 that be seem to want to make it another  
23 interchange, which looks terribly complex to  
24 me. And I'm afraid it's going to be a real  
25 mess, traffic congestion wise, with an

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1 interchange so close to North Gate.

2 You've got a lot of people in the North  
3 Gate area that are going to want to use the  
4 northern half of that intersection, and it just  
5 seems like that's gotta be looked into again.  
6 I think that's not going to work well.

7 I like the Fillmore interchange. I  
8 think that's going to work well as it's  
9 currently worked out. I think that's a good  
10 idea. The rest of it, I'm a little pressed for  
11 time, so I haven't had a chance to look at the  
12 rest of the interchanges, but I would be very  
13 much interested in staying in touch with these  
14 sorts of things. Thanks.

15

16 MR. RICHARD CONKLIN: Richard Conklin,  
17 C-O-N-K-L-I-N. This is always going around,  
18 and so the thing about the wetlands and how  
19 they're going to have 10.2 acres they are going  
20 to replace somehow, they don't really say how  
21 they're going to save it. I've talked to one  
22 of the people here, and they've kind of  
23 explained how some of this is going to be.  
24 Looks like they are going to be doing a pretty  
25 good job on it from what he explained to me.

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1                   Looking at some of the other ones,  
2                   there's one over here showing how they're going  
3                   to have Bijou raised, and they're going to have  
4                   to do something with the walkway down there.  
5                   On their diagram that they have over there,  
6                   their simulated picture, they just show some  
7                   steps going up to street level from a sidewalk,  
8                   and probably to some extent, it's not  
9                   handicapped accessible, the way they're showing  
10                   it.

11                   So I don't know whether that's something  
12                   they've already got figured some other way, you  
13                   know, 20 feet down, or whatever,, to have it  
14                   handicapped accessible, but that's one of the  
15                   things I noticed.

16                   Another comment I got is on HOV lanes;  
17                   and I have seen them in Chicago and various  
18                   other cities, and even recently up in the T-Rex  
19                   project in Denver on the south side. They've  
20                   had -- had HOV lanes, and they finally did away  
21                   with them after they had everything taken care  
22                   of.

23                   For the most part, the HOV lanes seem to  
24                   take up space that could have been used by  
25                   frequent commuters, 'cause there are very few

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1 cars using the HOV lanes. If they just used  
2 the additional lane for the regular traffic, it  
3 would probably help better than just the HOV  
4 lane. That's basically all I've got to say  
5 right now.

6

7 MS. JUDITH RICE-JONES: Judith, last name  
8 is hyphenated. It's Rice-Jones. I'd like to  
9 first object to the date of this hearing. I  
10 think having it on Earth Day was an affront to  
11 those people who they knew were concerned about  
12 the environment. This is a day with a lot of  
13 activities going on, so to schedule it on this  
14 day, I think, was really callous. It's  
15 unfortunate.

16 And I'd just like to address some  
17 concerns about the various areas of the  
18 environmental assessment. First, I'd like to  
19 address the capacity study that was done that  
20 said that transit was not a viable alternative.

21 I'm a faculty member at the university.  
22 I frequently travel to Denver and to Boulder.  
23 Everyone I know would take mass transit north  
24 if that were an option. So I -- I have serious  
25 reservations about the study that was done that

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1           said that people would not use transit. That's  
2           all on that topic.

3                       As an educator, I'm very much concerned  
4           about the way that language is used in all of  
5           the documents. In the description of the  
6           current I-25, it's referred to as a four-lane  
7           highway. Anyone who looked at an aerial photo  
8           would count six lanes, and I think that calling  
9           continuous accel and decel lanes, not counting  
10          them as lanes, is an example of bad faith.

11                      I have a lot of various but short  
12          comments. One of the -- one of the  
13          environmental effects that I don't see  
14          addressed at all is the issue of barrier  
15          effects. Previously, even when the -- when  
16          there was a highway there after 1951, there  
17          were two underpasses and an overpass. Those  
18          three pedestrian access ways to cross the  
19          interstate have been replaced by one extremely  
20          high, extremely long pedestrian overpass, thus  
21          reducing, considerably, options for  
22          pedestrians, cyclists.

23                      Even though those options exist on the  
24          roadway bridges, they're not a pleasant  
25          alternative for non-motorized mobility. And as

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1 far as I could tell, that -- the barrier  
2 effects were not addressed at all.

3 In the same vein, when they talk about  
4 neighborhood impacts, they say that because  
5 I-25 is already there, that there wouldn't be  
6 any division of neighborhoods. And I think any  
7 logical person would maintain that greatly  
8 widening a freeway makes those few access  
9 points less inviting for children, for walkers,  
10 for motorists, for strollers, for cyclists; so  
11 it does, in fact, divide neighborhoods and  
12 increase the barrier effect of the interstate.

13 The EA also says that land uses wouldn't  
14 change along I-25, since it's already been  
15 there for some 50 years. I would disagree with  
16 that, as well. It's clear that the  
17 environmental impacts, especially the noise, is  
18 going to decrease property values for  
19 residential areas along the interstate; and a  
20 decrease in property values in the residential  
21 areas could very likely lead to a land use  
22 change with those residential areas being  
23 replaced by commercial areas.

24 In addressing the parks, they do  
25 acknowledge that there will be an increased

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1 noise, but they don't think that the impact  
2 would be substantial. I think for those of us  
3 who are frequent users of the parks, that it's  
4 already extremely noisy. The visual impact  
5 since the freeway has been raised is  
6 considerable, and at some point, and very  
7 likely with the expansion of I-25, we're going  
8 to reach the tipping point with parks where  
9 they'll no longer be inviting, and they'll no  
10 longer be used; and so I think the impact on  
11 the parks is enormous.

12 Under visual resources, they maintain  
13 that I-25 would become, in their words, more  
14 visually apparent. That, also, I think, is a  
15 very odd use of English. It's clear that it  
16 will be more visually intrusive.

17 All of the early designers of Colorado  
18 Springs talked about how important it was not  
19 to separate the city from its setting, and  
20 having the interruption of a raised freeway  
21 between the community and its setting is  
22 definitely a negative impact.

23 In air quality, they say that because  
24 traffic would move at a greater speed, that air  
25 quality would not worsen. I think the previous

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1 EA that was never completed in '89 to '91  
2 maintained that additional lanes would attract  
3 more cars. There's a great deal of research  
4 about what's called generated traffic, and that  
5 wasn't addressed at all in the air quality  
6 study that was done.

7 Under the issue of hazardous materials,  
8 the only hazardous materials that are addressed  
9 are those that are currently there from things  
10 like former gasoline stations, but the  
11 hazardous materials section did not address at  
12 all the fact that I-25 is the designated  
13 hazardous materials route, north-south route,  
14 and that hazardous materials will be driving  
15 through very heavily populated downtown areas.  
16 And that, as far as I can tell, was also not  
17 addressed at all in the environmental  
18 assessment.

19 I think that -- I think that in  
20 conclusion, it's clear, when one looks at the  
21 list of environmental impacts, when one looks  
22 at the magnitude of what is being proposed,  
23 that in this case, an environmental impact  
24 statement, an EIS, should have been done. An  
25 EA is not sufficient.

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1                    Breaking the project up into small parts  
2                    in the effort to avoid an environmental impact  
3                    statement, I think, is another example of bad  
4                    faith, and as a citizen, makes me disappointed  
5                    in my State Department of Transportation.  
6                    Thank you.

7  
8                    MS. JEAN BRAY: Jean, J-E-A-N, Bray,  
9                    B-R-A-Y. Well, here's the trick. I thought it  
10                   was fine. I just wish I'd gotten to meetings  
11                   earlier, but I am a homemaker. But if the  
12                   meetings were in the daytime back when we  
13                   started, I was working then, and I wouldn't  
14                   have had time to attend these meetings.

15                   But they interest me because I've lived  
16                   here -- since '78, I've lived here all but  
17                   three years, so this interests me, what's going  
18                   on here and stuff. I'm glad I don't live down  
19                   near Monument Valley Park where it's going to  
20                   get noisier, and the people are going to be  
21                   more unhappy than already are unhappy with the  
22                   noise coming from the highway.

23                   'Cause it's beautiful homes on the north  
24                   end, and the people are not going to be able to  
25                   enjoy their homes as much as they have before.

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1 This is just -- like in the summer, be out on  
2 the front porches and stuff, because it's  
3 getting noisier. What else?

4 I think all the improvements are pretty  
5 good. I'm impressed with how few homes or  
6 businesses will need to be removed to do the  
7 work, and how much it will accomplish with as  
8 little being removed as will have to be. So I  
9 think it will be a good thing.

10 It will be interesting to see how well  
11 it moves along as far as time wise with the  
12 contracts and stuff, how fast they get it done,  
13 and how horrible it impacts traffic along the  
14 highway as it goes.

15 But I am a firm believer that the  
16 interstate is not meant for us; it's meant for  
17 the people going from Denver to Albuquerque.  
18 It's not for us for commuting. It's not a  
19 local road, and people should be using,  
20 literally, Academy Boulevard, itself between  
21 North and South Academy, and Union Boulevard  
22 between however far it goes now down to the  
23 Martin Luther King Bypass, and things like  
24 that, for commuting north and south, versus the  
25 interstate; 'cause it's called the interstate,

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1 not the intertown. How's that for a phrase? I  
2 just made up a new phrase.

3 What else? I can't fathom that we need  
4 HOV lanes yet; I really can't. But -- 'cause  
5 to me, Denver hasn't had them very long. We're  
6 nowhere near the size of Denver, but maybe if  
7 we get them now, that will help us keep moving  
8 sooner, and not get as congested like it is  
9 there.

10 I had a couple questions, and I asked  
11 the people along the way, and they answered  
12 them; like what does that mean, the line and  
13 stuff? What does that mean there? Things like  
14 that.

15 And then I had a few other questions,  
16 and I borrowed the binder and looked through  
17 it, and I found, in the indexes, the questions  
18 -- the questions I had has a title, subtitle.

19 So I looked up the section and  
20 discovered what they were talking about over  
21 here, 'cause they weren't exactly addressed  
22 about archeological and--what's the other  
23 one?-- paleontology, paleontological. I can't  
24 say that one.

25 Anyhow, I figured out what they were

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1 referring to because I had a clue. We have  
2 that book about driving in Colorado, seeing  
3 what's up on the side of the road, like up by  
4 Morrison, where you have the rocks that have  
5 the dinosaur bones in it. There's not a whole  
6 lot there, really, but I might get out my book  
7 and pay more attention in this town.

8 I guess that's it. Like I say, I  
9 couldn't have been here until a year and a half  
10 ago in January, if these were during the day,  
11 so...

12 I have a friend that works for this  
13 company that's working on this stuff, so he and  
14 I just, Hi, nice to see you today.

15

16 MS. PHYLLIS SMITH: Phyllis Smith. I'm  
17 concerned about westbound going over Fillmore.  
18 It always gets back logged, so they really --  
19 hope they're planning to widen it back a mile  
20 or so to allow...

21

22

23

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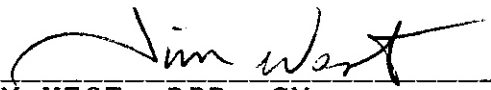
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REPORTER'S CERTIFICATE

I, TIM WEST, Certified Shorthand Reporter and Notary Public within Colorado, contracted to take the oral comments of the public in the open forum, do certify that all comments offered were taken by me at the Le Baron Hotel, Colorado Springs, Colorado, on April 22, 2004; then reduced to typewritten form consisting of 42 pages herein; that the foregoing is a true transcript of all comments made.

I further certify that I am not related to any party herein, and have no particular interest in the result of this project.

In witness hereof I have hereunto set my hand this 26<sup>TH</sup> day of April, 2004.

  
\_\_\_\_\_  
TIM WEST, RPR, CM  
Notary Public

My commission expires November 7, 2004.

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