



# I-25 Central PEL

## MEETING SUMMARY

### Stakeholder Focus Group Meeting #2

Location: CDOT, 2829 W Howard Place (Auditorium)

Date/Time: Thursday, December 13, 2018/5:30 p.m. - 7:30 p.m.

Attendees: See attached sign-in sheet for invitees

#### SFG Members

Chad Ashley, Denver Aquarium  
Michelle Berger, Pepsi Center  
Tim Boers, Highland United Neighbors  
Jeanne Granville, Sun Valley Community Coalition  
Michael Guiietz, Jefferson Park United Neighbors  
Jon Handwork, Denver Children's Museum  
Omer Hooker, Resident  
Andrew Iltis, Downtown Denver Partnership  
Dave Keough, La Alma / Lincoln Park Neighborhood Association  
Jill Locantore, WalkDenver

Tim Lopez, Baker Historic Neighborhood Association  
Max Mattisson, Dazbog Coffee  
Maureen McCanna, Valverde Neighborhood  
Carl Meese, Auraria Campus  
Deborah Ortega, Denver City Council  
Kathleen Osher  
Kevin Sniokaitis, Baker Historic Neighborhood Association  
Ean Tafoya, INC  
Jack Tone, LoDo Neighborhood Association  
Melissa Traynham, Highland United Neighbors  
Austin Zillis, Denver Broncos

#### Project Team Members/Agency Representatives

Jonathan Bartsch, CDR Associates  
Chris Enright, CDOT  
Karen Good, City and County of Denver  
Stephen Harris, Atkins  
Danny Hermann, CDOT  
Jason Longsdorf, HDR  
Devin Louie, Atkins  
Joanne Mattson, CDOT  
Jessica Myklebust, CDOT  
Jacob Naumann, Atkins

Bruce Naylor, CDOT  
Chris Primus, HDR  
Chris Proud, HDR  
Jeffrey Range, CDR Associates  
Tamara Rollison, CDOT  
Paul Scherner, CDOT  
Steve Sherman, CDOT  
Carrie Wallis, Atkins  
Emily Zmak, CDR Associates

## Meeting Summary

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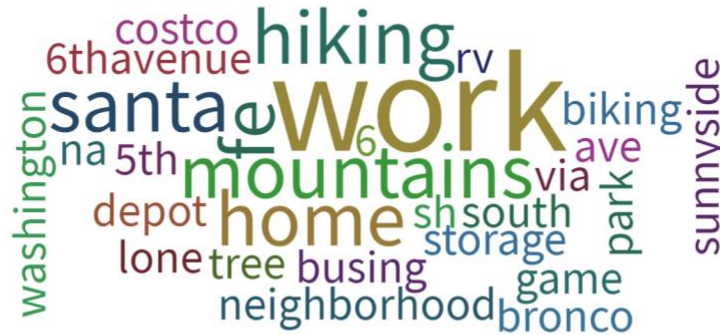
The following summary was developed based on the agenda and general discussions held during the meeting. Attachments to this summary include: agenda, presentation, sign-in sheet.

#### Welcome and Introductions

As Stakeholder Focus Group (SFG) members entered the meeting room, prior to the meeting, they were encouraged to take an electronic poll, which asked the question, "When you usually use I-25 Central, where are you going?" The results of the poll were shown on the overhead screens. Top answers included work, home, mountains, and Santa Fe.

## Most of the time when you are using I-25 Central, where are you going?

🔒 Poll locked. Responses not accepted.



Jonathan Bartsch, Project Team, welcomed the Stakeholder Focus Group members to the second SFG meeting, reviewed the objectives and agenda for the meeting, and thanked the attendees for their participation.

Steve Sherman, CDOT Project Manager for the I-25 Central PEL (the Study), reviewed the Study for the SFG members, describing the Study's Purpose and Need and Goals and Objectives. Steve showed a video, which provides a general understanding of PEL studies. This video can be found at <https://www.codot.gov/programs/environmental/planning-env-link-program/pel-study-video>.

### Study Schedule

Jeffrey Range, Project Team, described the Study schedule to the group and public involvement activities the Study has done to-date and will do through the remainder of the Study. SFG attendees asked follow up questions on topics including public input metrics, the Study's schedule given the new Colorado administration, and the Study's link to a future NEPA process. The Project Team responded that there are no quantitative metrics to public input, but rather seeks to best understand what is important to community members and corridor users; the Study's schedule continues as planned; and that any NEPA process will follow full public engagement and compliance.

### SFG Organization Engagement

Prior to the meeting Jeffrey sent an email asking SFG members to be prepared to share with the group:

1. What information has been shared with the SFG member's organization?
2. What questions, concerns, and areas of interest does the SFG member's organization have?

Jeffrey asked the group these questions and facilitated a discussion. The SFG members shared information their groups have received and questions and concerns the groups have. Those areas of interest include:

- Funding
- Engaging public and private decision makers (including light industrial)
- Neighborhood safety
- Mainline congestion impacts to the local network
- Future growth
- Opposition to widening the mainline
- Multi-modal cross connectivity
- River and park preservation and development
- Residential quality of life
- Aligning with Denver's goals to reduce SOVs
- Air quality and public health
- Transit service
- Economic development
  - Maintaining light industrial jobs
- Site-specific
  - 8th Avenue ingress and egress ramps
  - Speer and 20th interchange
  - Central Street Promenade
  - Water Street
  - Alameda and 6th

### **Alternatives Development & Evaluation Process**

Carrie Wallis, Project Manager for the Project Team, presented information on the process to develop alternatives for the Study. Carrie explained the alternatives evaluation process, the process of developing the range of alternatives to be considered, and the outcomes of the Level 1 evaluation, including which alternatives are being carried forward.

There are three possible results for each alternative in the Level 1 evaluation -- Carried Forward, Removed as a Standalone Alternative, and Removed from Consideration. Two alternatives were Removed from Consideration -- I-25 Reroute with Urban Boulevard and Lanes Reductions. One alternative was Removed as a Standalone Alternative -- Shoulder Lane Use. The rest of the alternatives were Carried Forward.

The SFG asked questions during the review of the discussion on the alternatives and evaluation process.

- The logical termini of the study
- Clarification on the structure of the Multi-Level Highway alternative
- Clarification on Lane Conversion

The project team responded to the questions stating the I-25 Central PEL ends at 20th Street, because north of that interchange (around W. 38th Avenue and I-25) there is such significant development occurring in the future the area will receive its own study; the multi-level highway alternative could be several design options including a viaduct, a tunnel, or a lid; and lane conversion could be several options including a managed lane, a transit lane, or truck lane.

### **Break Out Groups and SFG Discussion**

The SFG broke into three small groups to discuss the evaluation process and alternatives further. Project team members Jason Longsdorf, Chris Primus, and Chris Proud facilitated the small groups.

Following the small group discussions the full SFG debriefed their conversations together. The small groups identified these issues as important to the SFG members:

### **Mainline Functionality**

- Improve congestion without increasing speed limit
- Safety
  - safety should be a high priority consideration
- Avoid induced demand

### **Alternatives and Analysis**

- Transit alternatives are preferred
- Behavior change alternatives are preferred
- TDM / ITS improvements should be investigated fully before capacity improvements
- Environment and the river should be added as a criteria
- Consider future density and its plan along the corridor
- Include public health as criteria currently established
  - Air quality
  - Water quality
- Include equity as a criteria in evaluation
- Understand energy costs of alternatives
- Discussed removed alternatives
- General consensus with Level 1 results
- Collector/Distributor roads
- Considered potentially pairing alternatives together

### **Access**

- Access points need to be maintained through and post-construction

### **Local Network and Communities**

- Avoid property impacts
- Rate any alternative that widens the highway as negative, due to property impacts and increased traffic
- Impacts on local population more important than highway
- Local connectivity
- Avoid widening the corridor's footprint

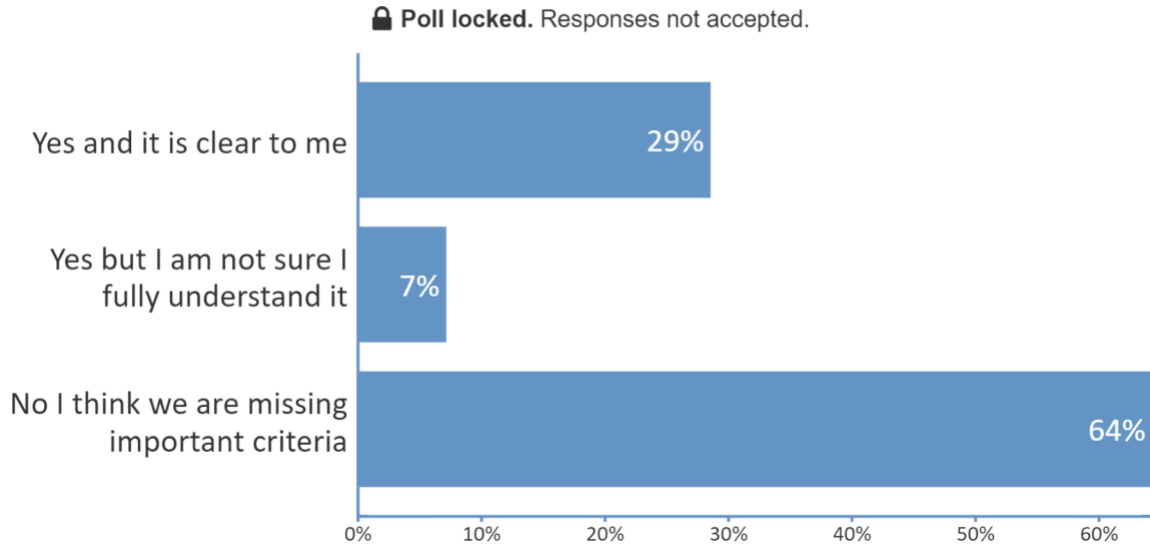
### **Other**

- Recognize cars will continue to travel in the corridor
- Transit doesn't serve all destinations
- Tolling is prohibitive to lower-income commuters
- Development should offset cost of infrastructure
- Auraria Campus (capped parking)
- Colfax Avenue as a barrier to connectivity
- Seek partnership opportunities with RTD

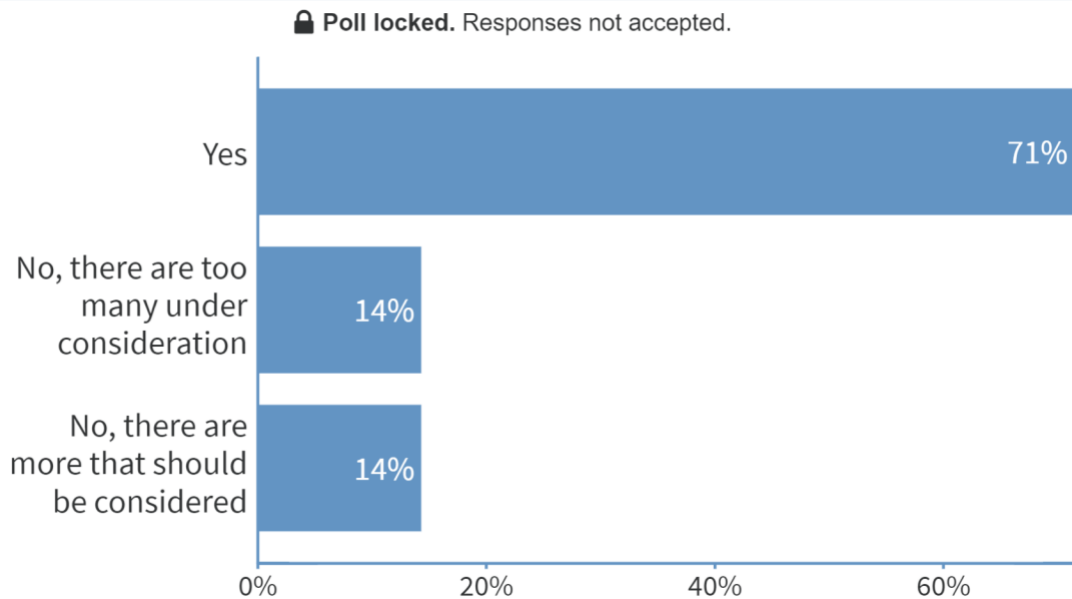
### Polling: Alternatives Development and Analysis

Jason led the SFG through three electronic polling questions on the Level 1 screening criteria, range of alternatives, and Level 1 screening results. The questions and results:

#### Do you understand how the PEL evaluation process works to help us find good solutions?

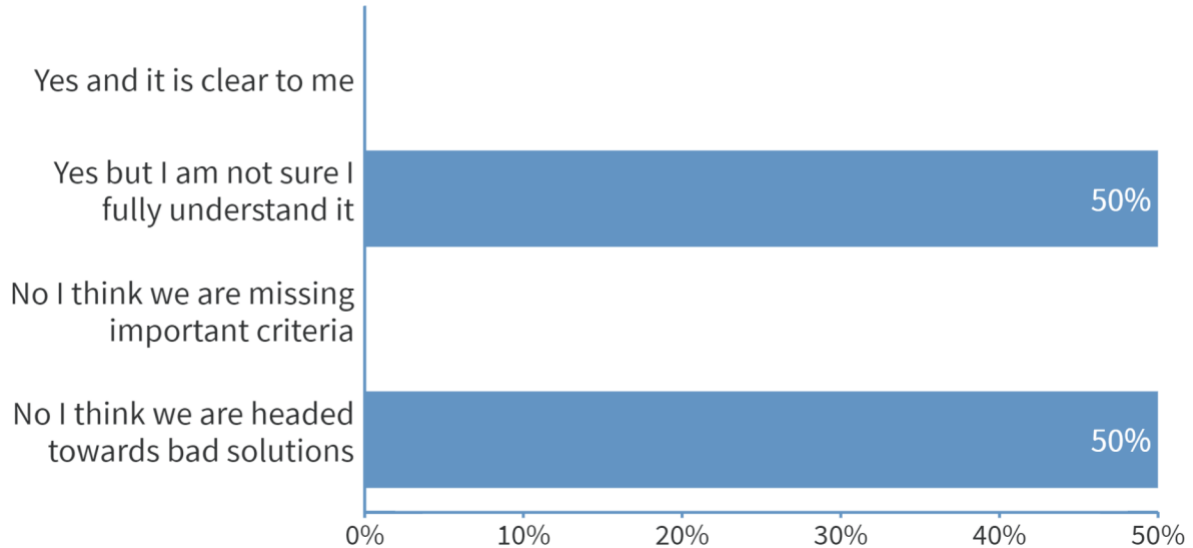


#### Is the I-25 Central Project evaluating an appropriate range of alternatives?



## Do you believe this evaluation process will help us find good solutions?

Respond at [PollEv.com/hdr](https://www.poll-ev.com/hdr)



Jonathan led a discussion around the polling questions and the SFG voiced several comments:

- There should be representatives of the workers who work in these neighborhoods.
- How are we representing the drivers who drive on I-25?
- Industrial stakeholders should be included
- Is the Colorado Motor Carriers Association involved in this?
- Are companies and organizations like King Soopers, Denver Public Works, and Denver Water involved in the study?

The Project Team responded to the questions stating that the study is leveraging regional organizations (e.g., DRCOG) to reach out to drivers of I-25; that the CMCA is participating in the study, including as an SFG member; and requested that SFG members with ideas on reaching out to other stakeholders such as manufacturers and industry should contact the Project Team.

### **Moving Forward**

Carrie led an overview of the Level 2 evaluation, which will include general cross sections of each alternative, be considered using goals and objectives, and will provide more details than Level 1. She also discussed the additional details and process that will be part of the Level 3 evaluation.

### **Study Activities**

Steve concluded the meeting with an overview of other activities studied in the process, including traffic modelling and bike and pedestrian data and how it can be integrated into the study.

Steve discussed the next SFG meeting, which will be in Spring of 2019, and a public meeting, which will also be in Spring of 2019.