



**I-70 & Kipling Interchange Planning Environmental Linkage (PEL) Study**  
**Public Meeting #2 Summary**  
**12/4/12**

Public Meeting #2 was held on December 4, 2012 at the Wheat Ridge Recreation Center (4005 Kipling Street, Wheat Ridge, CO 80033). The meeting was held from 5:00 – 7:00 PM in an open house format. Over 75 members of the public attended, along with agency and consultant staff members.

The purpose of this meeting was to present and gather feedback on the evaluation process and the Level 1 and Level 2 alternatives screening results. Specifically, attendees of the meeting were asked to focus their feedback on the four remaining action alternatives. Attendees were asked to note their most favorite of the four alternatives by putting a green dot sticker on the graphic of that alternative, and to note the alternative they thought should be eliminated from further consideration with a red dot sticker. The Single Point Urban Interchange Alternative was favored by the majority of attendees.

“Votes” are listed below:

- Single Point Urban Interchange: 44 in favor, 8 against
- Traditional Diamond: 11 in favor, 9 against
- Partial Cloverleaf with Loops SW & NE Quadrants: 10 in favor, 13 against
- Button Hook Ramps: 2 in favor, 29 against

Following is a summary of project comments submitted by attendees on comment sheets, via email and recorded by open house staff during one-on-one conversations with attendees during the meeting. This summary includes comments received through December 17, 2012.

**ALTERNATIVES EVALUATION**

- Would like a full cloverleaf exchange.
- Any alternative that would move the frontage road access needs to consider the impact on the already overloaded light at 44<sup>th</sup> and Kipling.
- Impressive screening process.
- Looks thorough.
- Ease of snow removal should be considered.
- Like the alternatives that are the most pedestrian friendly and the least confusing.
- Objective should be to not adversely impact economic development at interchange quadrants – do not create real estate parcels that no one would develop – this is prime real estate for Wheat Ridge and the County.
- Glad the roundabouts were eliminated.
- Need to list the disadvantage of the SPUI that signals are too closely spaced and traffic backs up to form grid locks.

**SINGLE POINT URBAN INTERCHANGE**

- SPUI will be hard to drive (hard to see signals).

- The other SPUI configurations I have driven through work well. (3 comments)
- Like the simple design. (4 comments)
  - Least impact and like the simplicity.
  - Easiest to follow – less confusing.
  - Seems to be the simplest, most straight-forward concept. More complex = more accidental turns, lower efficiency.
- Like that the SPUI has two lanes that turn south for exiting westbound I-70 traffic.
- Favored by businesses and community members most impacted. Project started and completed in a relatively short time a plus.
- Preserves prime commercial real estate at all quadrants.
- Works best with minimum property impact. It also allows for possible movement of the frontage road.
- LiveWell Wheat Ridge staff support the Single Point Urban Interchange Alternative. We partly support this alternative due to the inclusion of bicycle lanes and a multi-use path through the interchange.
- Need safe pedestrian and bicycle crossing. (3 comments)
  - Paint the portion(s) of any on-street bike lanes below I-70 and across the entry / exit points to highway ramps a separate color (e.g. green or red) to clearly differentiate the facilities from adjacent vehicle lanes. Clear demarcation could enhance safety and increase usage. An acceptable distance from entry / exit ramps, paint in lane could be discontinued. If painting is not feasible, please consider bike lane symbol stamps. The City of Golden recently added bike lanes on Ford Street and provides a good example of the symbol stamps.
  - To ensure pedestrian safety at the pedestrian crossing at the westbound off ramp and reduce potential for conflict, please consider a Rapid Flashing Beacon at the end of the ramp.
  - SPUI is not pedestrian friendly.
- Single point light on Kipling doesn't seem right with Kipling flow – three close lights.
- The single point signal isn't enough to slow people down.
- Allows for maximum traffic flow, yet traffic flow is simpler and more direct.
- Seems to handle traffic well and does not impact surroundings too much.
- Does not address grid lock at Kipling and South Service Road.
- Too congested for AM or PM rush hour.
- This seems to be a large bridge and therefore higher cost.
- Concerned about the congestion while under construction since it all has to be done at once.
- The graphic shows University at I-25 as a typical example although Alt. 1 is much more compressed.

#### **TRADITIONAL DIAMOND INTERCHANGE**

- If the Diamond is chosen, need to look at tying in 52<sup>nd</sup> to 50<sup>th</sup> in the northeast quadrant.

- Would hurt the businesses located on the frontage road. (3 comments)
  - Worried about effects of right-in/right-out restrictions on businesses.
- Don't care for right-in/right-out frontage roads. (3 comments)
  - The Diamond should be eliminated. Right in/right out intersections would cause confusion and congestion on other streets.
  - Frontage road accessibility unacceptable.
- Disadvantage that frontage road is further from the freeway.
- Be sure the Diamond isn't prohibiting fire access. (2 comments)
  - Emergency response issues if frontage road access is restricted.
- This is the best alternative for bicyclists, but I would suggest two changes to the plan: Add a stoplight at the Kipling / 49th Ave intersection and a stop light at the South Frontage Road / Kipling intersection south of I-70.
- Favorite for simplicity and for being pedestrian friendly.
- In the long run this eliminates gridlock at South Service Road and Kipling – fewer traffic lights.
- Minimizes lights on Kipling. It is an appropriate trade off to sacrifice the frontage road flow for Kipling flow.
- Seems the least impactful and less expensive.
- Boring, but it works best.
- Without instruction on how it will work I never would have picked as my favorite.

#### **PARTIAL CLOVERLEAF WITH LOOPS SW & NE QUADRANTS**

- Partial Cloverleaf is best for operations.
- Easy to understand. Like that it creates two ramps for eastbound traffic.
- Apartment property owners (3 buildings) don't like frontage connections thru their buildings.
- Reduces the use of frontage roads.
- Too much impact on the local businesses. (3 comments)
  - Seems to take way too much expensive land.
- It is very important to have lights at the frontage road especially if freeway is shut down.
- Advantage – less stoplights.
- Don't like cloverleaves. (4 comments)
  - Cloverleaf ramps are very confusing - lose all sense of direction.
  - Confusing loops – liked this one least.
- Cloverleaf should be free flowing.
- Requires less space than Diamond interchange.
- 49<sup>th</sup> Avenue closure unacceptable (2 comments)
  - There is already far too much traffic on Independence and 52<sup>nd</sup> Avenue.
  - Frontage road access and 49<sup>th</sup> Avenue closure unacceptable.
- Not interesting structurally.

- Since 49<sup>th</sup> Avenue would be closed, need to improve West 50<sup>th</sup> to connect with West 52<sup>nd</sup> without having to turn onto Independence.
- Like that it can be done in phases.
- Poor for pedestrians.

### **BUTTON HOOK RAMPS**

- Looks complicated. (4 comments)
- Will cause driver confusion. (4 comments)
- Thought we got rid of the mousetrap. No way.
- No roundabouts. (3 comments)
  - Roundabouts anywhere are a bad idea, no one knows how to drive them.
  - Roundabouts just don't work.
- Too congested and bad snow removal.
- Consider snow removal, snow trucks and melt off. Button Hook Ramp has too much slide in winter.
- Like the relocation of South Service Road.
- Too much impact on the local businesses. (2 comments)
- Best alternative due to lowest impact.

### **GENERAL COMMENTS**

- Lower I-70 speed limit needed (2 comments)
  - Lower the speed limit on I-70 to 55 mph as far west as 32<sup>nd</sup> Avenue.
  - Lower the speed limit on westbound I-70 through the curve.
- Consider revising the lane marking/geometry/signage in the weave area between the Wadsworth westbound on-ramp and Kipling off-ramp.
- The exit ramp from I-70 westbound to Kipling is dangerous because of the hill and sudden curve. Need to give warning signs of curve and lane division.
- The merge lane from Kipling to eastbound I-70 is too short. (2 comments)
  - Immediate Solution: Move the merge traffic light back into the entrance ramp allowing more acceleration time/speed.
  - Long-Term Solution: Move the merge traffic light and add length to the acceleration lane on I-70 for merging.
- Install another lane for non-stop southbound right turns to go south from eastbound I-70 and widen the west side of Kipling to accommodate this.
- Need to make the signage clear and visible early enough to react to. The current signage is small, not very descriptive, and not visible over the hill until it's too late to react to.
- The new development north of Target will create a lot of traffic.
- Need three lanes in each direction on Kipling.

- Third northbound lane on Kipling needed past 50<sup>th</sup> Avenue.
- Worried that cobbling together pieces of improvements will end in something that doesn't solve overall problem.
- Bicycling in the Kipling corridor south of Ridge Road down to Alameda is at best a nightmare. Most bicyclists travel on Garrison. Even if a redone I-70/Kipling intersection became bike-friendly, getting to the intersection would still remain a nightmare. In the long-term, if the Kipling corridor is (or becomes) a candidate as a biking corridor between Ridge Road and Alameda, then a redone 6<sup>th</sup> Ave. / Kipling interchange plus the new I-70/Kipling interchange plus a continuous roadside bikeway would be necessary to make a trip on Kipling acceptable to cyclists.
- Bicycles won't obey traffic laws.
- The northbound traffic light at I-70 South Service Road & Kipling stays green too long – the backup of stopped cars from the light at I-70 Entrance/Exit intersection fills both lanes AND the intersection at the South Service Road.
  - Immediate Solution: Retime the traffic signal at Kipling & South Service Road to turn red for NB traffic BEFORE the roadway between I-70 entrance/exit ramps and South Service Road fills up—leaving space for at least 3 more cars in each lane to accommodate E-W South Service Road traffic.
  - Long-Term Solution: Retime traffic signal as above and add a right-turn lane to WB South Service Road at Kipling.
- Worried that adding another signal for relocated frontage road will make congestion at 44<sup>th</sup> even worse.
- One problem that funnels traffic through Kipling is the Greenbelt at Clear Creek, coming from the south, and living between I-70 and Clear Creek, we always go through 44<sup>th</sup> and Kipling.
- The intersection of I-70 and Kipling doesn't have enough street lighting.
- Tickets should be given for blocking intersections.
- Hope the final decisions are made by the engineering and traffic experts.
- Cost comparisons should include cost of delay and accidents.
- The Garrison Street bridge should be widened first. It causes the most congestion with the Kipling on-ramp and I-76 traffic.
- This was a fascinating exercise. I came in anticipating huge flyovers everywhere. Based on traffic numbers and comparison intersections, I've changed my mind and like some of these ideas better than flyovers, especially the expense part.
- Traffic fix should outweigh property impacts.
- If something goes wrong on I-70, would rather have signals to go through.
- Hard to get close enough to see exhibits – need more people to explain.