

May 9, 2012 Public Open House Summary

Purpose:	The purpose of the Open House was to present the study to the public, provide the public with an opportunity to submit input on the corridor transportation issues, needs, and potential solutions for improving mobility.
Date:	Wednesday, May 9, 2012, 5:00 p.m. to 7:00 p.m.
Location:	Northglenn Recreation Center – 11801 Community Center Drive, Northglenn, Colorado

The Colorado Department of Transportation (CDOT) hosted a public open house from 5:00 p.m. to 7:00 p.m. on Wednesday, May 9, 2012, during which time the North I-25 Planning and Environmental Linkage (PEL) Study Project Team was on hand to provide information, answer questions and listen to suggestions for improving corridor mobility. The public was encouraged to provide comment on transportation issues within the corridor and ideas for addressing them. Information was obtained for consideration in the next phase of the study. The meeting was held at the City of Northglenn Recreation Center, along the corridor in the study area. Approximately 34 members of the public attended, in addition to members of the study’s Technical Advisory Committee and elected officials. Attendees were asked to sign in upon arrival, and those who signed in were provided with a card which included contact information for contacting the CDOT Project Manager, Andrew Stratton and information for how to stay engaged with the study.

OPEN HOUSE

During the open house period, attendees could view informational display boards and discuss the study with members of the project team. The content of the display boards included:

- The Study Area Map
- Corridor History
- What is a PEL?
- Chronology of Corridor Improvements
- Managed Lane Extension to 120th Avenue
- North I-25 PEL Project Tasks

- Existing and Future Peak Hour Volumes/Duration of Peak Period Congestion
- Safety Performance
- Transit
- Corridor Travel Characteristics
- Environmental Considerations
- Purpose and Need Statement
- Draft Project Purpose and Need
- Tell Us What You Think?

Other project materials that were displayed for discussion purposes included:

- The North I-25 Environmental Impact Statement (EIS) Preferred Alternative and Phase 1 graphics
- The North I-25 EIS – Volume 1
- The North I-25 EIS Record of Decision
- N. I-25 Issues Map

During the open house period, project staff had informal conversations and answered questions. Members of the public were encouraged to provide written comments at comment stations that were set up in the room. Attendees had the option of providing comment on forms or directly through the study’s web page which was on display on laptop computers.

PUBLIC COMMENTS RECEIVED

The following comments were submitted in writing during the open house or received through the project’s web page. They are presented as written and have not been edited.

	Comment
1.	As far as being a resident in the north metro Denver area (Northglenn), I've seen traffic increase dramatically in the last decade on I-25 from US36 to highway 7 in Broomfield. Suggestions for relieving traffic on I-25, would be to widening the freeway from 3 lanes north and south bound to 5 lanes, similar to I-25 in Centennial and Englewood areas. Four lanes should be general purpose lanes, and the fifth lane can be used for HOV. Maybe extend the express toll lanes from US36 north to highway 7 so residents up north can take advantage of the tolls. An optional upgrade for I-25 is to construct the freeway in concrete to withstand the elemental and automobile erosion. Lastly, with the increase of traffic in 20 years, upgrade the sound barriers from wood to concrete walls along I-25 from 84th Ave to 120th Ave. That should help with the traffic noise.

2. I drive the I 25 corridor everyday so I put together some observation I have on the issues:

Slowdown issues Northbound at US 36:

1. Buses heading Northbound on HOV merge from the left and need to get across all lanes of traffic to exit south of 88th bridge
2. Vehicles heading Northbound on HOV merge from the left
3. Vehicles heading Northbound from I76 merge south of 84th
4. Vehicles heading Northbound from I270 merge south of 84th
5. Vehicles heading Northbound from US 36 merge south of 84th

These Merges create a bottleneck and slow traffic sometimes to a stop.

Slowdown issues Southbound at US 36

1. Buses heading Southbound from 88th bus stop or from further north must merge to the left lane to enter HOV lanes
2. Vehicles heading Southbound that need to exit to I270 must use left lane
3. Vehicles heading Southbound that need to exit on to the HOV lanes must use the left lanes

These Merges create a bottleneck and slow traffic sometimes to a stop

Solutions:

1. Consideration should be given to eliminating the HOV lane entrance onto I25 since the usage is so limited, but if not I have provide some suggestions for HOV traffic
2. Extend HOV lanes to 84th bridge and have an exit like HOV Northbound at 70th Ave in the middle of the bridge and a bypass further north to just before the tunnel in item 2 below.
3. Just north of the 84th street HOV exit create a tunnel that forks to the southbound and northbound bus stop areas; these tunnels will carry all HOV traffic. The Northbound tunnel will enter the northbound bus stop and at that point the other HOV vehicles will merge onto Northbound I25; the southbound tunnel will allow for buses and HOV traffic to enter the HOV lanes at the southbound bus stop exit.
4. Since the 84th street HOV Exit/Entrance allows traffic to enter the HOV lanes going Southbound the HOV entrance at US 36 could be closed.
5. Merge all of the I270, I76, and US 36 traffic prior to the merge point at I25 south of 84th exit
6. Widen all lanes both southbound and northbound to 5 lanes from US 36 to Hwy7; this should be concrete road surface.
7. Replace the 88th street bridge to accommodate 5 lanes in each direction
8. Replace the 160th street bridge to accommodate 5 lanes in each direction
9. Limit large trucks and buses to the far three right lanes
10. At 120th move bus exit tunnel to the right side of the northbound lanes just north of 112th street overpass in conjunction with the 120th street exit.
11. Set HOV price to \$2.00 all day for individuals; this will encourage usage
12. Project should include sound barriers like those along the Southern T-Rex project in

	<p>south Denver</p> <p>13. Project should include light rail from Union Station to Hwy7; two sets of tracks adjacent the HOV lanes and down either the center or on one side of I25. There should be loading platforms at each 88th (Existing PnR), 104th, 120th (Existing PnR), 136th, 144th, and Hwy7. This portion of the project should eliminate the Fast Track run to 160th a re-direct the funds for light rail along the entire I 25 corridor from Hwy 7 to Union Station. The light rail portion of the project should also provide for improvements to current PnR locations (88th (Consolidation of both PnRs within one structure), 120th (building a structure to support future needs) and construction of additional PnR platforms and parking structures for the light rails system.</p> <p>14. Project should include traffic metering lights at all entrances to I25.</p> <p>15. All exit/entrance ramps should be move to support the 5 lanes in each direction; continuous lane or longer ramps for acceleration/ deceleration.</p> <p>16. Pedestrian bridge north of 104th street should be used as part of the light rail phase.</p> <p>17. Consideration for drainage must be included in the project along the entire corridor</p> <p>18. Consideration for bike and walking paths should be included in the project</p>
<p>3.</p>	<p>I live just west of I-25 between 97th and 99th Avenues. The traffic noise coming from I-25 is unbearable as it is, and more traffic will mean yet more noise.</p> <p>I-25 does not have sound barriers in my neighborhood; they stop at the reservoir between Melody Dr. and I-25. Because I live on a hill, I get not only the sound from I-25, I get sound reflected back from homes higher up the hill as well.</p> <p>Because of this noise, I can't stand being outside in my yard.</p> <p>Is there something we can do about this situation? I've lived here since 1975, when I was 12 years old, and I really don't want to move. However, I would also really like to enjoy being outdoors in my yard.</p>
<p>4.</p>	<p>I attended the open house at the Northglenn Rec Center on 5/9/2012. I was happy to give some of my ideas to Lyle (I believe that was the gentleman's name). After I left I actually thought of something that you might look into in regards to individuals hesitance to pay a small toll if there was an express lane for this particular project. The average car will be more efficient when running 50 - 60 MPH. In the current stop and go traffic on I-25 I would imagine that people get lower fuel economy and therefore spend more in gas. A study needs to be done to determine the difference of fuel economy in congested traffic vs. a higher continuous speed.</p>
<p>5.</p>	<p>Wish it was more focused on public transportation. Commuter rail already planned to the east of this corridor misses RTD park and rides and the major shopping areas. It was made as an afterthought. With oil becoming harder to find, global climate change etc I think it is a waste to focus on cars and more lanes. Time to get people out of their cars.</p>
<p>6.</p>	<p>Sitting here at the open house, I was quite surprised to hear that essentially, the only plan to relieve congestion on I-25 for the next 20+ years is the extension of the HOV</p>

	<p>lane from its current terminus to 120th.</p> <p>What is needed, in addition to that, is really pretty straightforward. The park & ride lots need to be expanded. And in addition to the HOV lane, at least one additional lane needs to be built throughout the entire corridor (yes, all the way to SH7).</p> <p>South Denver got T-Rex, and their additional lanes and complete re-build. And now, the north side is going to get stuck with very limited improvements. It's really not fair or equitable to the taxpayers on this side of the metro area. We deserve our own T-Rex and our own additional lanes. Nothing less.</p>
7.	<p>Hopefully this will produce a more positive and current solution. Lightrail is proving to be a great disappointment for the North Metro Area!</p>
8.	<p>I am glad that there will be resurfacing (paving) for smoother rides. The environmental (pollution and noise) is of high concern since living in a quiet suburb community is a high remaining priority on many residents minds; my hope is that they will streamline this as much as possible. Safety with more additions is a high concern as well.</p>
9.	<p>Northglenn wants more masonry sound barriers!! ASAP</p>
10.	<p>Need to look at continuous lane between on-off ramps (like now in place in T-REX & US 36 between Pecos and Federal). One extra lane needed from US 36/I-270/I-76 interchange north to 92nd. Center lane ramp to 88th Ave. Park & Ride.</p>
11.	<p>Thank you for all your work. We have been frustrated with the traffic congestion and dangerous conditions that exist on I-25 N now. We do certainly envy the Southern quadrant that has been rebuilt (T-REX). We know you will do a wonderful job and am looking forward to your work. Our main comment is: Please hurry. Contact us is you need any community support @ sbd536@hotmail.com</p>
12.	<p>The meeting (information) was welcomed! The boards and data was presented very nicely and the people available for questions were helpful and eager to help. As a traveler on I-25 about two times a week from 136th to downtown Denver, we are frustrated at every exchange. The right lane comes to a complete stop as the merging lane (with green lights too often!) speeds to the end of the merging lane and demands (bullies) their way into, instead of coming up to speed and slipping in – as we were taught in drivers' ed! The right lane is at a complete stop so all the incoming traffic gets in or at least "demands" every other place. During this transition time, could someone please look into the speed of green/red light changes that allow merging traffic to enter I-25.</p>
13.	<p>I drive from Longmont to South Denver on I-25 every day. On the drive in, the traffic inevitably bogs down from around 104th to 120th and stays stop and go until between 84th Avenue and the I-270 left lane exit. In that area people merge onto the highway from the right, then either because they think the left lane is going to go faster or because of the I-270 left lane exit, many move over to the left, causing congestion in all lanes. Ironically, I've learned over time to stay to the RIGHT because that lane usually has people getting off, highway access is controlled at two exits by stop lights and a significant portion of people getting on I-25 quickly LEAVE the right hand lane to</p>

	<p>push over to the left.</p> <p>My recommendation would be to somehow find a way to make the I-270 exit a right lane exit so that at least a portion of the commuters getting on I-25 at 120th, 104th, Thornton Parkway and 84th Avenue aren't trying to push over to the left hand side. That might be a flyover at the existing exit or someother method to eliminate that left exit.</p>
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Comments from I-25 Issues Map

The following comments were recorded at the Open House directly on an issues map of the study area section of the I-25 corridor. Members of the public could directly write their comments on the map; the following input was collected.

- Preference is for a passenger rail line to be provided adjacent to and parallel to I-25 rather than through the neighborhoods like the current North Metro line alignment.
- E-470 is too costly to drive. The individual who made this comment indicated that they would be willing to pay the toll for a managed lane along I-25 that flows freely during peak hours
- Traffic progression is better along Huron Street than Washington Street
- A resident of a neighborhood in the I-25 corridor south of 136th Avenue and east of I-25 indicated that it is faster for him to drive Washington south to 120th Avenue to access southbound I-25 in the morning than taking the more direct 136th Avenue to access I-25.
- The #1 objective in this corridor should be to keep I-25 flowing. If necessary, ramp meters should be more restrictive to accomplish this.
- A number of ramp merge lanes along I-25 are too short.
- Should consider building a reversible lane in the middle of I-25. This would serve the directional traffic patterns.
- Two people expressed support for providing continuous acceleration/deceleration lanes along I-25 at select interchanges. This approach has worked well along T-Rex and US 36.
- Try to modify the merge points for northbound ramps from I-76, I-270, and US 36 to make for smoother operations.
- Consider building a new I-25 bypass parallel road to handle truck traffic
- Make E-470 toll-free so users can drive it without having to pay a toll.
- Some attendees indicated that nobody uses the pedestrian bridge north of 104th Avenue, and others indicated that the bridge does, in fact, receive use.
- Try to relieve congestion along parallel arterials
- Colorado Boulevard is a good parallel routing option