

Vasquez Boulevard I-270 to 64<sup>th</sup> Avenue NEPA and Design



# Business Focus Group Meeting #1

February 18, 2020



# Focus Group Meeting Agenda

Vasquez Boulevard I-270 to 64<sup>th</sup> Avenue NEPA and Design

## ◆ Presentation

- ✧ Project history
- ✧ Study area
- ✧ Purpose and goals
- ✧ Schedule
- ✧ Involvement

## ◆ Discussion

- ✧ Travel patterns
- ✧ Existing transportation issues
- ✧ Desired improvements



# Project Overview



# Project Background

Vasquez Boulevard I-270 to 64<sup>th</sup> Avenue NEPA and Design

- ◆ Planning and Environmental Linkages (PEL) Study for Vasquez Boulevard
  - ✧ Completed in August 2018
  - ✧ Covered larger area: 52<sup>nd</sup> - 64<sup>th</sup> Avenue
  - ✧ Identified long-term transportation improvements
  - ✧ Evaluated potential near-term projects that could be implemented with available funding



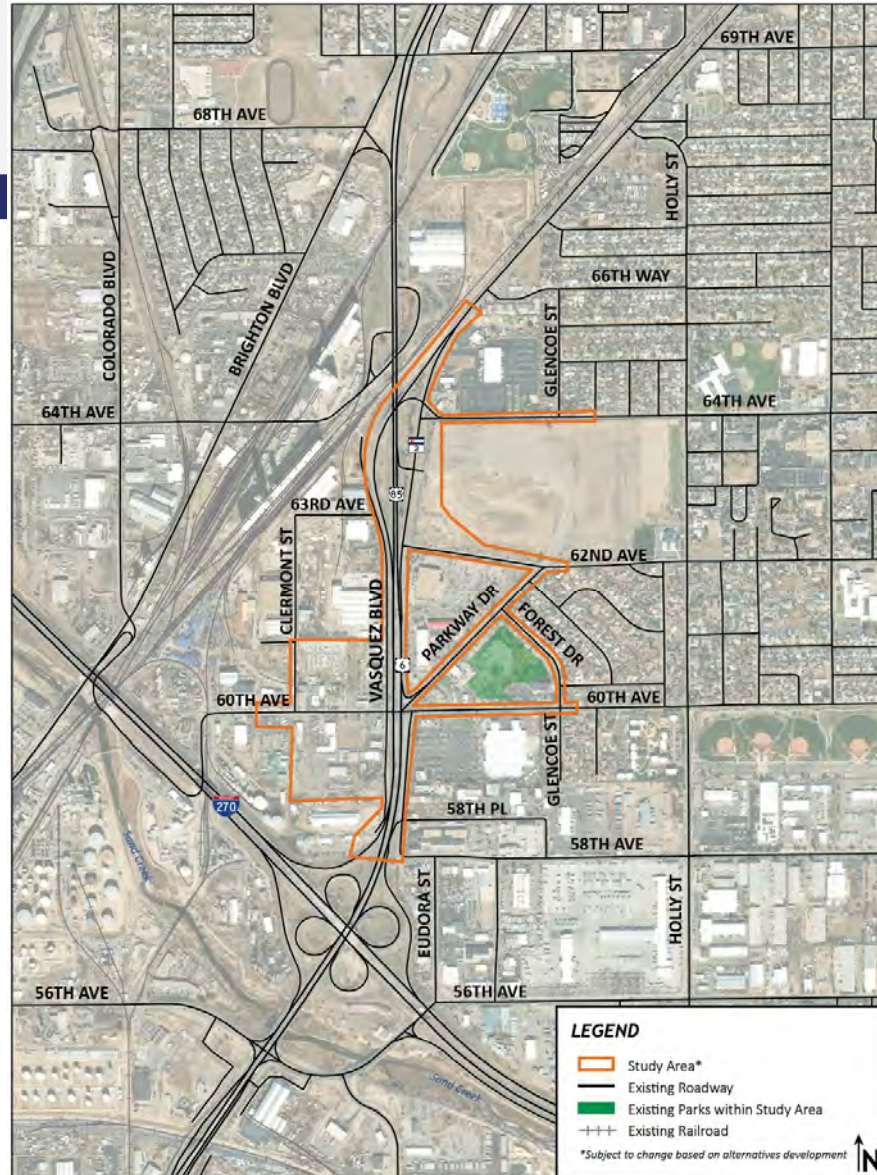
## Current Project

### Vasquez Boulevard I-270 to 64<sup>th</sup> Avenue NEPA and Design

- ◆ Vasquez Boulevard I-270 to 64<sup>th</sup> Avenue NEPA and Design project recently launched
  - ✧ CDOT leading, in coordination with Commerce City and Adams County
  - ✧ Builds upon the PEL study
  - ✧ Evaluates alternatives for near-term projects to improve traffic operations and safety
  - ✧ Study area includes 60<sup>th</sup> Avenue, 62<sup>nd</sup> Avenue, and 64<sup>th</sup> Avenue intersections with Vasquez Boulevard



# Study Area







## Project Purpose

Vasquez Boulevard I-270 to 64<sup>th</sup> Avenue NEPA and Design

- ◆ From PEL Study:
  - ✧ The purpose of transportation improvements in the vicinity of I-270 and Vasquez Boulevard is to improve operations, mobility, and safety for vehicles and freight at the I-270/Vasquez Boulevard interchange; improve its connection to the Vasquez Boulevard/56th Avenue and Vasquez Boulevard/60th Avenue intersections, on Vasquez Boulevard and the surrounding local road system; and improve transportation connectivity for all modes.



# Project Goals

Vasquez Boulevard I-270 to 64<sup>th</sup> Avenue NEPA and Design

- ◆ Improve transportation operations and reliability.
- ◆ Improve safety for all transportation modes.
- ◆ Balance access between the transportation network and adjacent land uses.
- ◆ Effectively connect current and future modes and networks, including roads, bicycles, pedestrians, and transit.
- ◆ Improve the ability of freight and goods to efficiently travel through and within the area.
- ◆ Minimize and mitigate impacts to the built environment consistent with local master plans.
- ◆ Avoid and minimize impacts to the natural environment.

The PEL Purpose Statement and project goals will be considered as they apply to the smaller, focused project area and near term improvements.





## Project Schedule

Vasquez Boulevard I-270 to 64<sup>th</sup> Avenue NEPA and Design

- ◆ Study began: August 2019
- ◆ Identify preferred near-term alternative: April 2020
- ◆ Environmental resource analysis: May 2020 - late 2020
- ◆ Preliminary design: April 2020- fall 2020
- ◆ Final design: Fall 2020 - mid 2021
- ◆ Construction begins: mid 2022, depending on funding



# Planned Public & Stakeholder Involvement

Vasquez Boulevard I-270 to 64<sup>th</sup> Avenue NEPA and Design

- ◆ 4 main engagement points during NEPA and design
  - ✧ Focus group meetings (freight, business, multimodal travel)
  - ✧ Meetings with potentially impacted property owners
  - ✧ Presentations to elected officials and groups
  - ✧ Pop-up events and online public meetings
  - ✧ Postcard mailers, email blasts and news releases
- ◆ Agency Coordination
  - ✧ Commerce City and Adams County
  - ✧ FHWA, RTD, DRCOG





# Business Involvement

Main Outreach & Involvement Points			
Introduce study & gather feedback regarding values and important considerations	Present alternatives screening process & preferred near-term alternative	Obtain feedback regarding the preliminary (30%) design	Inform of NEPA decision and any anticipated ROW needs & present draft final design
Business focus group meeting		Business focus group meeting	Direct coordination with impacted property owners as needed
Email info blast	Email update	Email update	Email update
	Online public/stakeholder meeting and survey	Potential online public/stakeholder meeting and survey (if necessary)	



## Get Involved

Vasquez Boulevard I-270 to 64<sup>th</sup> Avenue NEPA and Design

- ◆ Participate in the online public meeting/survey (April)
- ◆ Attend the next focus group meeting (late summer)
- ◆ Add others to the project mailing list
- ◆ Spread the word - forward project updates
- ◆ Submit comments at any time:
  - ✧ [dot\\_vasquez\\_i270to64@state.co.us](mailto:dot_vasquez_i270to64@state.co.us)
  - ✧ [www.codot.gov/projects/vasquez-improvements-i270-to-64th](http://www.codot.gov/projects/vasquez-improvements-i270-to-64th)



# Group Discussion



## Discussion Topics

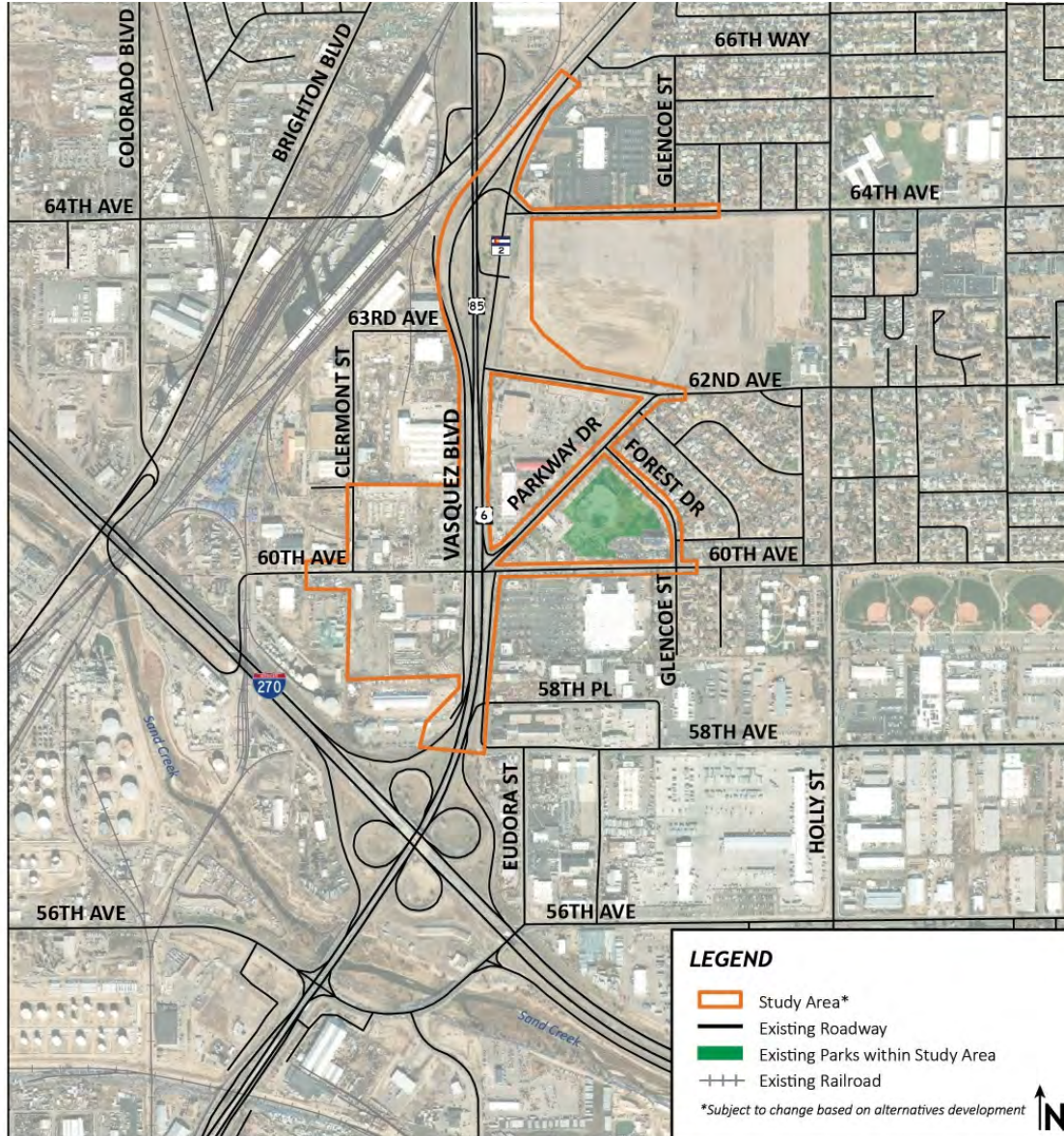
Vasquez Boulevard I-270 to 64<sup>th</sup> Avenue NEPA and Design

- ◆ Existing transportation feedback
  - ✧ What routes do people take to get to your business?
  - ✧ Describe specific transportation problems you encounter in the study area.





## Vasquez Boulevard I-270 to 64<sup>th</sup> Ave



# Study Area





## Discussion Topics

Vasquez Boulevard I-270 to 64<sup>th</sup> Avenue NEPA and Design

- ◆ **Improvement suggestions**
  - ✧ What suggestions do you have to improve transportation in the study area?
  - ✧ What is most important to you regarding area transportation?
  - ✧ Which things are important for the project team to consider during alternatives development?
  - ✧ Understanding there are trade-offs, at what point would impacts be too great?



## MEETING NOTES

<b>PROJECT:</b>	CDOT Subaccount 22922, Vasquez Boulevard, I-270 to 64 <sup>th</sup> Avenue NEPA and Design
<b>PURPOSE:</b>	Business Focus Group Meeting #1
<b>DATE HELD:</b>	February 18, 2020
<b>LOCATION:</b>	Commerce City Civic Center
<b>ATTENDING:</b>	Project Team: Matt Fink, Ryan Sorensen (CDOT); Velvet Kuesel, Leah Langerman (DEA) Focus Group Members: Drew Warot, Elliot Smith (Commerce City Plaza); David Pacheco (Pacheco Construction Products); Jason Hancock (Arden Mills); Rick Wells (Regen/Mile High Greyhound Park); Nancy Thonen (Suncor); Will Hendricks (Lampson Cranes)
<b>COPIES:</b>	Project Management Team

### Summary of Discussion:

1. Members of the project team gave a PowerPoint presentation to review the project history, project purpose and goals, study area, schedule and involvement opportunities (see attached). Additional discussion during the presentation included the following:
  - ◆ Realistically, the ultimate “fix” for this area could be 15-20 years out because of funding (could be \$80 – \$200M). This current project will determine what can be built now with the money available.
  - ◆ Current Project
    - ◇ Focusing on intersection of Vasquez and 60<sup>th</sup> and possibly adding a new intersection at 62<sup>nd</sup>.
    - ◇ Considering moving frontage road access points away from the 60<sup>th</sup> Avenue/Vasquez intersection.
    - ◇ This study is considering the near-term improvement suggestions from the PEL study as well as slightly modified and new alternatives.
2. Group Discussion
  - ◆ Commerce City Plaza Feedback (representing King Soopers and other plaza businesses)
    - ◇ Want to get shoppers in and out of plaza as easily as possible.
    - ◇ About 20,000 customers shop at this King Soopers each week.
    - ◇ They have heard a rumor that a flyover or below grade crossing is being considered at 62<sup>nd</sup>. King Soopers is opposed to elevating Vasquez for store visibility reasons.
      - » Ryan noted that the viaduct is an unlikely future solution. CDOT, Commerce City and Adams County aren’t currently in favor of doing this because of high costs, large impacts and increased maintenance.
    - ◇ Southbound Parkway to southbound Vasquez is an important movement for customers and trucks. The store has 30 vendor trucks per day that need to go south. They have one or two 54-foot semis coming from I-70/ Tower. A good portion of the customer base comes from the north and northeast. The King Soopers Executive Team is worried about the impact this project may have to the store.

- ✧ Like the full movement intersection on 62<sup>nd</sup>. There is more retail up north and this also grabs traffic coming from the north to get into the plaza without going down to 60th. This would be a benefit to the shopping center because it would create a new front door entrance.
- ✧ If a compromise is needed to maintain full movement at 60th, King Soopers suggested to maintain inbound traffic at 60<sup>th</sup>/Parkway to go north on Parkway, but restrict the outbound traffic. It is important to get customers in but they will find their way out.
- ✧ There have been big name retailers and gas stations interested in pad sites northeast of Pizza Hut, but they pull out or put their consideration on hold because of the uncertainty of transportation and access in area. More access to and from 62<sup>nd</sup> could help development in the area.
- ◆ Commerce City Urban Renewal Authority (CCURA) Feedback
  - ✧ It is a business advantage if 62<sup>nd</sup> is a full movement intersection, because the businesses could capture traffic at 62<sup>nd</sup>.
- ◆ Ardent Mills Feedback
  - ✧ Tweaks or adding a light at 62<sup>nd</sup> won't change the sheer volume of traffic that goes through this corridor. It is hard to see how adding more lights or making little tweaks will help.
  - ✧ The design team explained that the signal at 60<sup>th</sup> is a very long cycle. The signal timing at 60<sup>th</sup> and 62<sup>nd</sup> will need to work together. If some movements can be removed from the 60<sup>th</sup> intersection, it would at least spread out volumes to help operations. This project isn't aimed at adding capacity. If those two intersections operate better together and the adjacent roadway network is improved the overall operations will be improved.
  - ✧ Look at alternative routes to get back out to Vasquez, instead of coming straight to 60<sup>th</sup> (go up and out the back to get onto Vasquez).
- ◆ AZZ Galvanizing
  - ✧ It is possible to get in and out of the area west of Vasquez and 60th, depending on time of day.
- ◆ Suncor Feedback
  - ✧ Suncor has 500 carrier trucks that come to their facility. Since most of the trucks are carrying haz mat liquid, they primarily use Vasquez and 56<sup>th</sup> to access Suncor, sometimes Brighton Boulevard (haz mat routes).
  - ✧ The old railroad underpass dictates circulation options for trucks. Many trucks can't fit through it due to low clearance. Some avoid using 60<sup>th</sup> because of this.
- ◆ Pacheco Construction Feedback
  - ✧ Interested in learning what possibilities exist for new roads.
  - ✧ Coming from their property onto 60<sup>th</sup> heading east to get to Vasquez is tough in mornings and late afternoons. Westbound traffic makes it difficult to get onto 60<sup>th</sup> going east.
  - ✧ Most of their traffic comes in on the road to the west of Wendy's. Some trucks come in there and pull out of the yard onto Clermont.
  - ✧ Contech is just north of their yard.
  - ✧ There is a lot of congestion coming southbound on Dexter to access 60th.

- ✧ Hooper Corporation (electrical contractor) traffic comes down Clermont to 60<sup>th</sup>, especially in the morning. Some cut through Wendy's. They don't use Dexter because traffic can't turn left from Dexter onto 60<sup>th</sup>.
- ✧ The 60<sup>th</sup> turn lane onto Vasquez backs up.
- ◆ CCURA/Mile High Greyhound Park (MHGP) Feedback
  - ✧ The southwest corner of the MHGP property is zoned as commercial. This could possibly be a hotel and other commercial.
  - ✧ The plan is for residential development to begin this summer. Residential will include some market rate and some affordable rentals and single family homes. It is possible 600 new residences will be built in the next two years.
  - ✧ Currently people from the neighborhood go north and over Vasquez then use the CO 2 ramp.
  - ✧ Would like a signalized full movement intersection at 62<sup>nd</sup>.
  - ✧ Will be interested to learn how a full movement at 62<sup>nd</sup> would benefit or impact the buildings to the west (such as Hooper).
  - ✧ If Hooper Corporation traffic is looking for a way to get out to Vasquez, maybe they could do so at a new 62<sup>nd</sup> intersection.
- ◆ Ardent Mills Additional Feedback
  - ✧ Asked if the project has considered ways for industrial business traffic to come into the industrial area further north on Vasquez (like a truck route).
  - ✧ Commerce City Plaza representatives agreed with this idea, saying it seems safer for everyone to get trucks away from Vasquez/60th.
  - ✧ Suncor mentioned that to make this work the railroad bridge would need to be avoided.