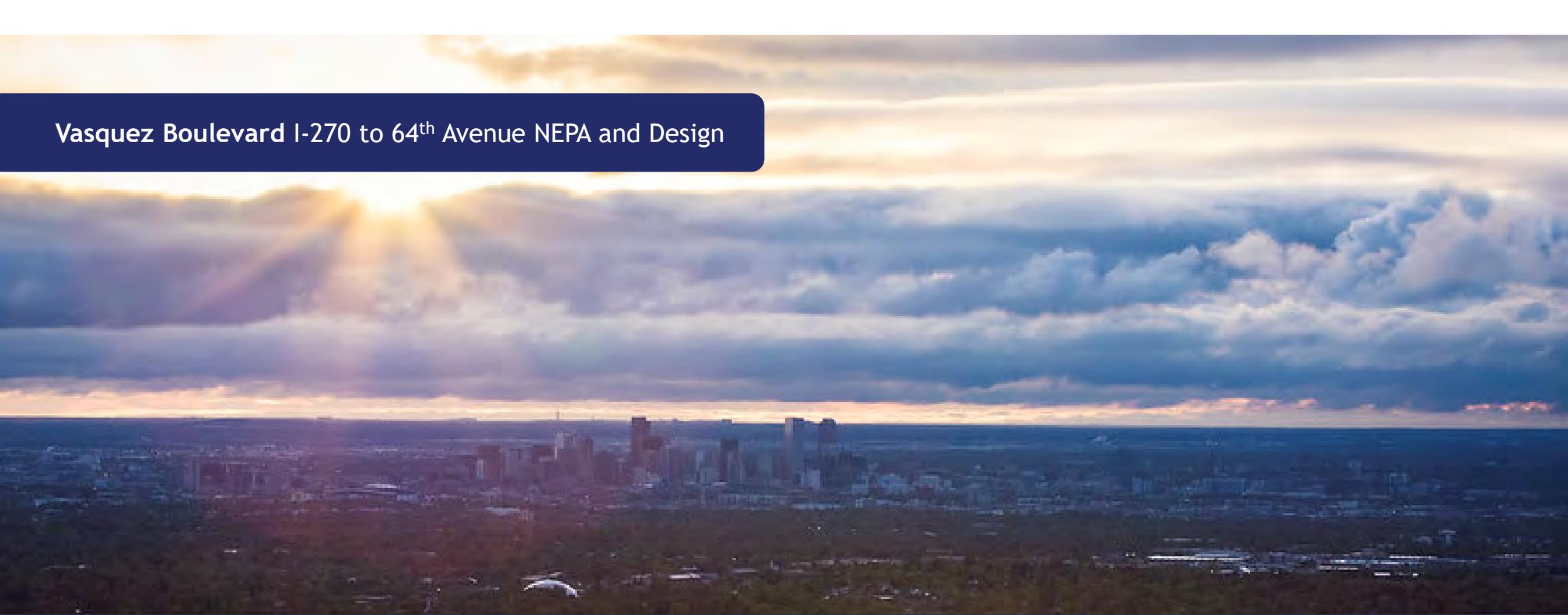


Vasquez Boulevard I-270 to 64th Avenue NEPA and Design



COLORADO

Department of Transportation

Multimodal Travel Focus Group Meeting #1

February 5, 2020



Focus Group Meeting Agenda

Vasquez Boulevard I-270 to 64th 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 64th Avenue NEPA and Design

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



Current Project

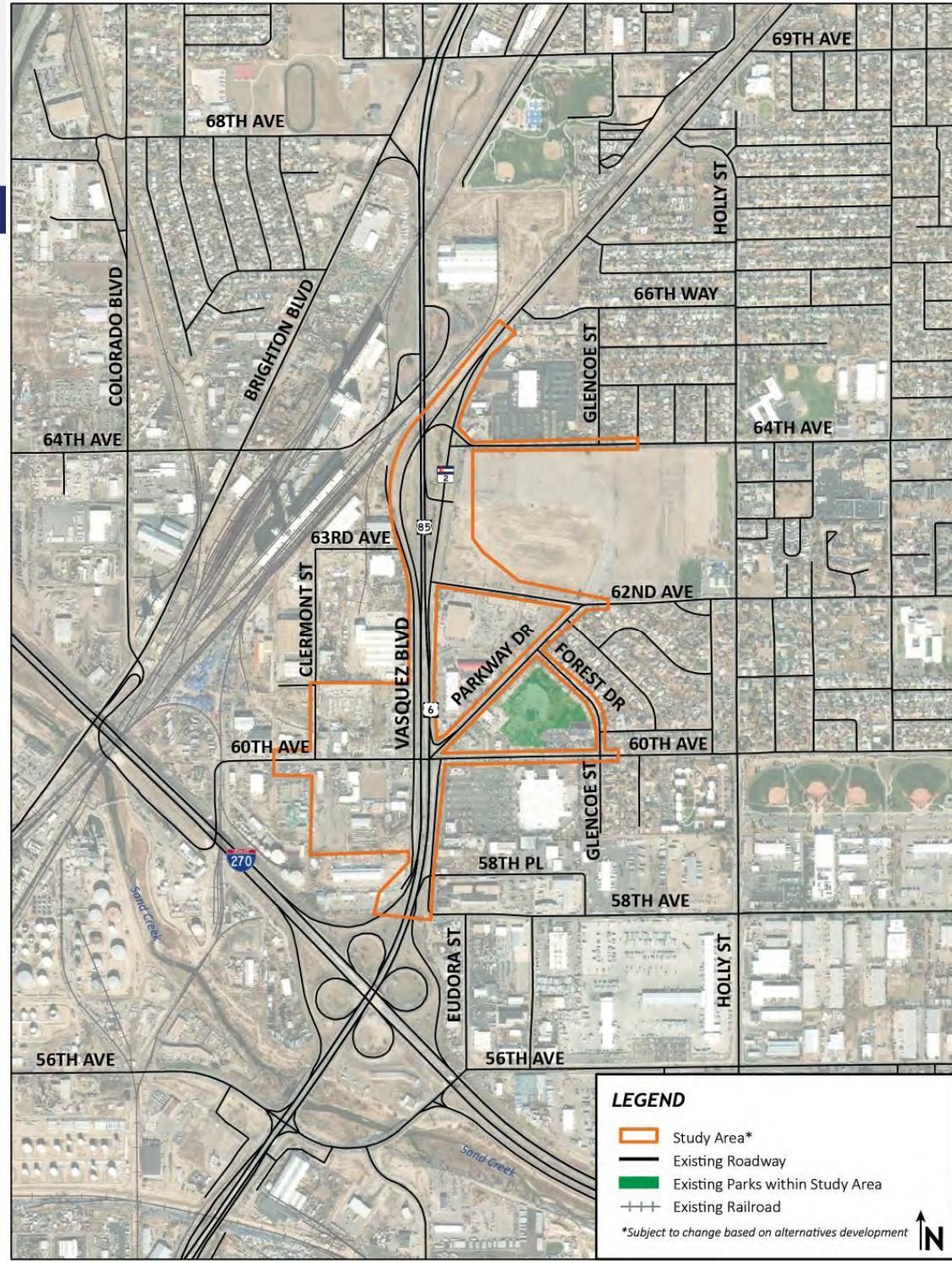
Vasquez Boulevard I-270 to 64th Avenue NEPA and Design

- ◆ Vasquez Boulevard I-270 to 64th 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 60th Avenue, 62nd Avenue, and 64th Avenue intersections with Vasquez Boulevard



Vasquez Boulevard I-270 to 64th Avenue NEPA and Design

Study Area





Project Purpose

Vasquez Boulevard I-270 to 64th 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 64th 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.



Schedule

Vasquez Boulevard I-270 to 64th Avenue NEPA and Design

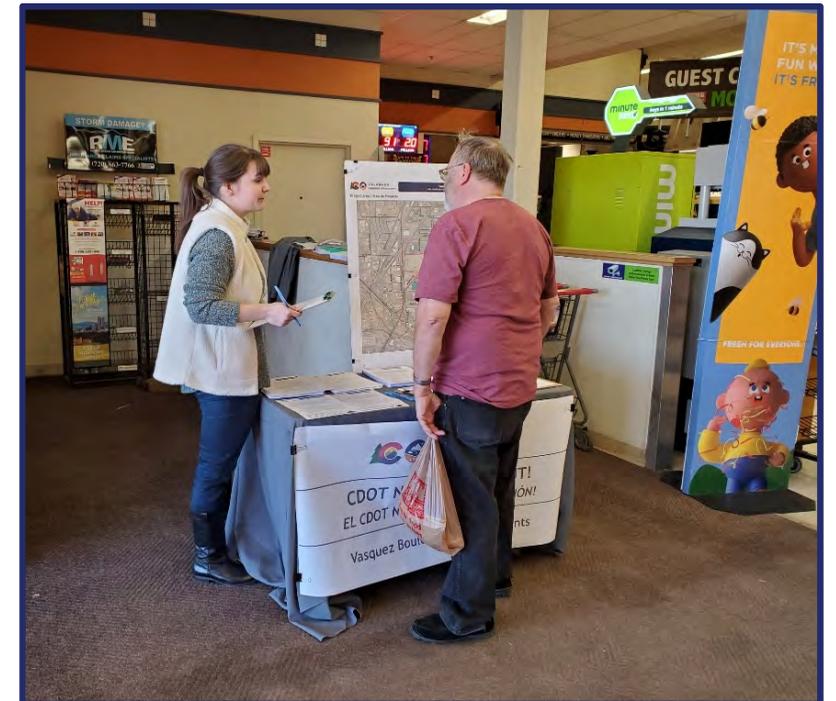
- ◆ Study began: August 2019
- ◆ Identify preferred near-term alternative: April 2020
- ◆ Environmental resource analysis: May 2020 - late 2020
- ◆ Preliminary design: April 2020 - fall 2020
- ◆ Final design: Fall 2020 - mid 2021
- ◆ Construction begins: mid 2022, depending on funding



Planned Public & Stakeholder Involvement

Vasquez Boulevard I-270 to 64th 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





Multimodal Focus Group Involvement

Vasquez Boulevard I-270 to 64th Avenue NEPA and Design

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
Multimodal focus group meeting		Multimodal focus group meeting	
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 64th 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
 - ✧ www.codot.gov/projects/vasquez-improvements-i270-to-64th



Group Discussion



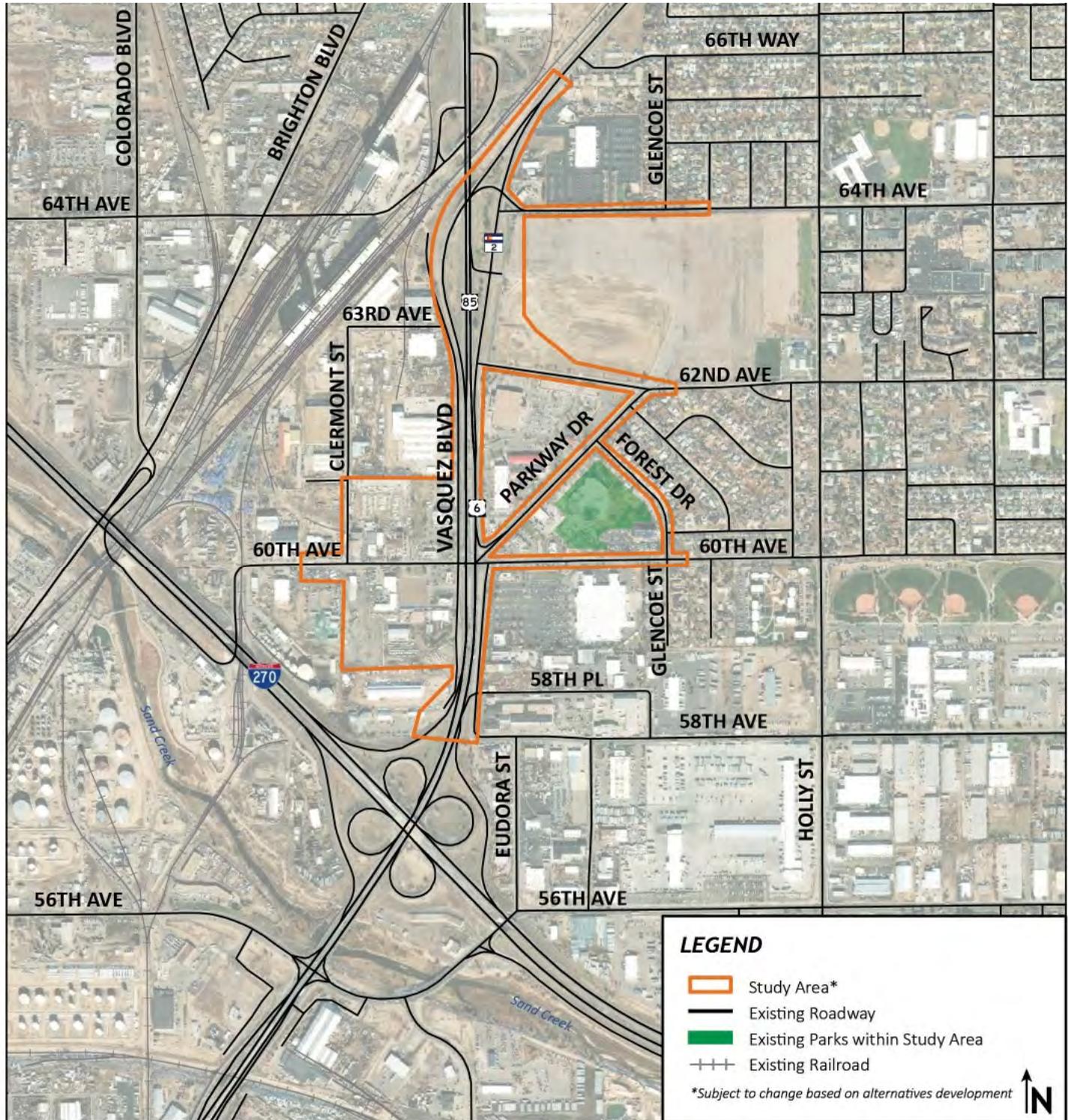
Discussion Topics

Vasquez Boulevard I-270 to 64th Avenue NEPA and Design

- ◆ Existing transportation feedback
 - ✧ What routes do pedestrians and bicyclists follow in this area?
 - ✧ Describe specific transportation problems you encounter in the study area.



Vasquez Boulevard I-270 to 64th Ave



Study Area

LEGEND

- Study Area*
- Existing Roadway
- Existing Parks within Study Area
- Existing Railroad

**Subject to change based on alternatives development*





Discussion Topics

Vasquez Boulevard I-270 to 64th Avenue NEPA and Design

- ◆ Improvement suggestions
 - ✧ What suggestions do you have to improve travel by foot or bicycle 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

PROJECT:	CDOT Subaccount 22922, Vasquez Boulevard, I-270 to 64 th Avenue NEPA and Design
PURPOSE:	Multimodal Travel Focus Group Meeting #1
DATE HELD:	February 5, 2020
LOCATION:	Eagle Pointe Recreation Center
ATTENDING:	Project Team: Ryan Sorensen (CDOT); Leah Langerman (DEA) Focus Group Members: Jenny Axmacher, Traci Ferguson, Robyn Smith, Roger Tinklenberg (Commerce City); Rocio Franco (Cultivando); Bob LeGare, Tom Tobiassen, Beth Nobles (Sand Creek Greenway); Lacey Champion (Northeast Transportation Connections); Doug Monroe, Paul DesRocher (RTD); Beth Doliboa (DRCOG); Leo Rodriguez (Adams 14 School District); Pang Nova (Tri County Health)
COPIES:	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:
 - ◆ This project area doesn't include the I-270 interchange. CDOT is soon to begin a separate study of I-270, which will include recommendations for improvements at I-270/Vasquez. CDOT plans to coordinate construction of Central 70 (planned to end in 2022) with I-270 improvements (planned to begin in 2022) to avoid concurrent construction.
 - ◆ A suggestion was made to coordinate with the I-270 study so the sidewalks and bike facilities are cohesive through the area.
 - ◆ Commerce City has a Bike Ped Master Plan. Should be consistent with the plan, except Mile High Greyhound Park development wasn't anticipated when that plan was formed.
 - ◆ Ryan leads the CDOT Region 1 Americans with Disabilities Act (ADA) curb ramp projects so he understands the importance of ADA accessibility.
 - ◆ Is funding already allocated? How real is the project?
 - ✧ This project is a priority for Commerce City and CDOT. Some funding has been identified. \$4 M freight, \$1.75 M CDOT, \$2 M Commerce City.
 - ✧ CDOT will pursue FASTER Safety funds and additional freight funds at the point of 30% design, after the preferred alternative is identified.
 - ✧ Ideally \$20 M total funding would be secured. The initial thought was that \$8 – 12 M would be needed. The project is a few months away from more specific understanding of cost.
2. Group Discussion
 - ◆ Existing transportation feedback and improvement suggestions (things to consider when developing alternatives, ideas for improving transportation in the study area):

- ❖ Swansea neighborhood residents come to this area for the Walmart and King Soopers, which are their closest grocery stores.
- ❖ Beth can share a walk audit she conducted south of this area.
- ❖ I am a cyclist and under no circumstances, even in an improved condition, would I use Vasquez for cycling.
- ❖ I encourage the team to look at beaten paths and desire lines to see how to integrate roadway improvements with desired pedestrian routes. Make sure pedestrian crossings are where those paths exist.
- ❖ Central 70 is improving sidewalks for every intersection they touch and are implementing sidewalks on both sides of the street. Maybe I-270 will do the same.
- ❖ Soft infrastructure (signage or stencils) should be considered. In the absence of really good bike/ped facilities, guide people to nearby off-street facilities such as the Sand Creek Greenway.
- ❖ Wayfinding should include distance to the facility noted.
- ❖ Commerce City's Bike Ped Master Plan had some wayfinding identified.
- ❖ The RTD N Line will have a station at 72nd and Colorado. The Commerce City Bike Ped Master Plan was done before the station was planned but the Commerce City Station Area Master Plan addresses it. Need to consider how this area will tie into that plan.
- ❖ E-bikes and scooters are increasing in popularity.
- ❖ On-street bike lanes are okay if they aren't on arterials.
- ❖ RTD would like to make sure there are connections to transit. RTD doesn't deal with local connections, but DRCOG should. When the A Line went in, Aurora got approximately \$20M for those connections.
- ❖ Need to connect the employment on the west side of Vasquez and the residential on the east. 60th and Vasquez is not pedestrian friendly.
- ❖ Commerce City noted problems with mid-block pedestrian crossings of Parkway.
- ❖ RTD noted that 60th and Dahlia is a high-use stop. Route 48 serves it (this route goes through Swansea).
- ❖ Make sure buses can continue on their routes easily. Buses on westbound 60th turn onto the east side frontage road.
- ❖ Make sure additional right-of-way is provided for bus stop shelters.
 - » The 60th and Dahlia shelters are owned by ad companies.
- ❖ Be sure people feel comfortable waiting for the bus. The existing stops on 60th are relatively nice.
- ❖ Commerce City and RTD need to determine how MHGP will be served by buses.
- ❖ Consider how existing sidewalks are used (on the north side of 56th near Fairfax the sidewalk is being used as parking).

3. Closing and Next Steps

- ◆ Leah encouraged the group to participate in the online public meeting and survey coming in the next few months, and the second focus group meeting this summer to review the 30% design of the preferred alternative.