



MEETING NOTES

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| PROJECT: | CDOT Subaccount 22922, Vasquez Boulevard, I-270 to 64 th Avenue |
| 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.