



**Meeting:** South Broadway, Arizona to Exposition & I-25 Interchange Open House  
**Location:** Design Center, Denver CO  
**Meeting Date:** August 24, 2010  
**Prepared by:** Sarah Gohde, Regnier & Associates, Inc  
**Attendees:** Attendees List On File

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## MEETING MINUTES

### Public Open House Summary:

The South Broadway: Arizona to Exposition & I-25 Interchange Public Open House was held on Aug. 24, 2010 from 6 to 8:00 pm at the Denver Design Center located at 595 S. Broadway Denver, CO in the East Building Conference Room. A total of 34 members of the community were in attendance.

The meeting was organized using a combination open house and presentation format. A facilitated Q&A discussion followed the presentation to enable in-depth discussion between the project team and members of the public.

During the Open House, the public was invited to view display boards featuring:

- The Environmental Assessment Preferred Alternative
- Typical roadway sections for Broadway and Mississippi
- The project area neighborhoods
- Interstate I-25 access (existing and proposed)
- A visual simulation of pedestrian and bike origin and destination movements
- Sustainability Elements from Greenprint Denver
- Public Outreach: Ways for project stakeholders to stay informed

A presentation lasting approximately thirty minutes was provided followed by an “open-microphone” facilitated discussion conducted by the project team to answer questions and gather additional public comment. The public was asked to fill out a survey form designed to allow the team to better understand how attendees accessed and traveled through the project area. Attendees could either complete surveys at the meeting and drop in comment/survey boxes distributed throughout the room or mail back to the project team by Aug. 30.

Upon completion of the Q&A, the public was invited to speak one-on-one with project representatives and further examine display boards, project maps and pertinent study documents.

### Presentation Overview:

The presentation began at approximately 6:15 p.m. with introductions by City and County of Denver Project Manager, Mike Harmer, PE. The presentation consisted of a PowerPoint presentation and included detailed information about the project. The presentation can be viewed in its entirety on the project website located at [www.sobroi25.com](http://www.sobroi25.com) under the Public Outreach – Meeting Materials.

Mr. Harmer reviewed the purpose of the meeting, introduced the individual project consulting firms and reviewed the Preferred Alternative as outlined in the project Environmental Assessment. He also

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reviewed the coordinating agencies working on the project. Mr. Harmer then reviewed the adjacent on-going projects, including:

- CCD Center Avenue Outfall (design)
- CCD South Broadway Iowa to Arizona (construction)
- CDOT I-25 Santa Fe / Alameda Interchange Stage 1.1 (construction)
- CDOT I-25 Santa Fe / Alameda Interchange Stage 1.2/1.3 (design)

As well as general development plans for the area:

- Denver Design Center – General Develop Plan (GDP)
- Cherokee GDP (Gates & Cherokee Denver Sites)
- Gates East GDP

Mr. Harmer then turned the presentation over to the Consultant Team Project Manager, Jeanne Sharps, PE. Ms. Sharps provided a list of studies and key provisions for future conditions, as well as a brief overview of comments provided to CCD during the Final Environmental Assessment were provided.

Ms. Sharps continued the meeting with a brief outline of project components, challenges and tasks to be performed by the Project Team. Additionally, she requested that attendees please fill out an open house survey form available throughout the room to further the team's understanding of how the public travels through and around the project area.

Ms. Sharps then introduced Ms. Allyson Mendenhall. Ms. Mendenhall explained the components of Greenprint Denver adding that for this project, the Project Team would also focus on the additional element of "Art", stating that it is important that the project address aesthetic components. She then reviewed some of the ways the Project Team would approach different aspects of sustainability under the various components found in Greenprint Denver, which can also be accessed through the project website at [www.sobroi25.com](http://www.sobroi25.com).

Mr. Harmer reviewed the anticipated schedule and next steps; noting that, depending on funding strategies and availability, one or more phases of the project could be in final design by 2011 with the first phase of construction starting in 2012.

Councilman Chris Nevitt was recognized and asked to say a few words to the attendees. He thanked the participants for attending the meeting and for their support in making "a better Broadway." He also reminded participants to complete a survey in order to help the Project Team understand their issues and concerns more clearly.

## **Questions, Comments and Responses**

At the conclusion of the presentation, the audience was asked if they had any questions for the Project Team. Questions, comments and answers were noted on a flip chart and are summarized below in no particular order of importance. Please note that the following questions, comments and responses are summarized and not verbatim documentation.

### **Roadway/Transportation:**

#### **Exposition**

Q: What will happen on Exposition? Are you planning on widening it?

A: Another aspect to this project is to evaluate what will happen on that roadway. We have several things to consider and are very aware of how narrow the existing configuration is. We will continue to review our opportunities there.

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Q: Will buses be using Exposition?

A: Yes, Exposition will be used to provide the northern access for buses entering the Broadway and I-25 Light Rail Station. This wasn't the solution that the advisory groups were looking for, however, it was understood that this route into the station area met travel distance requirements. In the EA, this alignment was part of the Preferred Alternate.

Q: On Exposition, we are very concerned about easements between the houses. If buses use that route, will we be risking our lives crossing between them and will access be improved?

A: Again, that is why we are here, to hear concerns. As the project proceeds we will be determining the street cross section that will be needed to accommodate access, vehicular and pedestrian traffic. We will know more at our next public open house, that should be sometime after the first of the year.

C: You should make two continuous lanes on Exposition.

### **Northbound I-25 Access**

Q: How will the new northbound configuration work?

A: It will work similar to how it is configured now. The radius of the loop ramp will be increased to accommodate a higher travel speed.

Q: As part of the Alameda Station Plan, there was consideration of a southbound Broadway to northbound I-25 ramp. At the time, the numbers did not warrant that. Four years later, however, can that be considered as part of these improvements?

A: This alternative is being reviewed.

### **Ohio/Sherman/Grant**

C: Sherman and Grant should be used for access to I-25. Ohio is six feet wider than Exposition; can Ohio become a one way street? I would like to see on-street parking maintained. If not, there is no place to park for those 18 townhomes.

### **Pedestrian/Bicycle Safety and Traffic Signals:**

Q: When you talk about pedestrian traffic on Broadway, are you talking about north or south of I-25. Have there been any studies to support improved pedestrian access and safety? You are taking your life in your hands when you try to cross Broadway.

A: That is what we are looking at now, improving pedestrian access and safety.

Q: I am a cyclist and I have to take a very circuitous route to get to Santa Fe and the Platte River. Will this project get rid of those crazy routes?

A: Currently CCD is in the midst of conducting a study called Denver Moves, a collaborative effort between Parks and Recreation and the City's Planning and Public Works Departments. We are looking to identify different routes from streets to trails as well as funding opportunities to make improvements. While this project does not include this investigation, all the info gathered for this project will be shared with Denver Moves, so please fill out the survey and let us know how you connect to your various destinations. *Denver Moves can be accessed through the project website at [www.sobroi25.com](http://www.sobroi25.com).*

Q: Can you lengthen the signal timing to make it easier to cross both Lincoln and Broadway. It is very difficult to make it across in one cycle. It is really bad at the off ramp.

A: Something else we are reviewing is how to make it easier and safer to cross.

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C: The “elephant walk” that runs in the east-west direction, located 1/3 of the way along the 700 block of Broadway and Lincoln should be used as the pedestrian route instead of Ohio. To make this work, mid block pedestrian signals would be needed.

### **Right of Way Acquisition:**

Q: Will there be Eminent Domain proceedings a result of this project?

A: Part of our charge is to narrow down and refine right-of-way (ROW) requirements; however, we will not begin acquiring ROW until that is completed. Also, CCD does not go right into Eminent Domain. We will make a fair purchase price offer for the property and go from there, long before Eminent Domain enters into the mix. A fair price is determined with appraisals. Property owners have the right to are encouraged to obtain their own appraisals

Q: So, you don't know what ROW will be required?

A: The Environmental Assessment identified 23 properties. Our task is to refine the project footprint to further identify what will actually be needed. As we move forward, ROW needs will be evaluated.

Q: When will you know?

A: We should have a better idea after the first part of next year, closer to the January/February time frame.

Q: Will there be any economic studies conducted?

A: The economic studies were conducted as part of the Environmental Assessment that was approved in March, 2008.

Q: The Design Center also owns the property that Quest Diagnostics is currently located on. As part of their lease agreement, they require use of the parking lot that will be impacted by the Exposition Extension. How will that parking be replaced? I ask that you take that into consideration as it presents a hardship if that lessee is lost.

A: We will remain mindful of your concerns.

### **Funding:**

Q: What is TIGER funding?

A: TIGER stands for Transportation Investment Generating Economic Recovery. It is federal funding that will be appropriated in a similar fashion to how the American Recovery and Reinvestment Act of 2009 funding was appropriated.

Q: What will be built first?

A: There are many facets to what will get built and when. It has to be phased in a logical sequence first and foremost. Funding will also play large role in what phases get built and when. The worst case scenario is that we do not receive a TIGER grant and have to build the project using only City (FASTER) funding which would mean the last phases of project would be completed in 2023.

### **General Comments Expressed and Captured During Open House**

General comments were received during the open house portion of the meeting as well as through other communication methods before and after the meeting. These comments included:

- Will there be left turn restrictions at Mississippi?
- Will there be an access to SB I25 from Mississippi?

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- Will there be improvements to access the Platte River trail?
- Concern regarding access in and out of Griff's Burgers with proposed painted splitter island on South Broadway in front of property.
- Resident stated that he was happy with access to the I-25 & Broadway Station being moved to Exposition from Ohio, because it may alleviate the number of buses traveling on Lincoln adjacent to his residence.
- An interest in future development was relayed to the Project Team.
- Concern regarding the proposed vertical realignment of Kentucky Avenue tying into the future Acoma Street under the RTD LRT Bridge and adequate clearance.
- Concern regarding additional signals along Broadway and resulting traffic delays.

### **Comments Submitted Prior to Open House**

- Citizen called Consultant Project Manager on Aug. 23:  
Was not able to attend meeting and wanted to express concern with traffic accidents on Lincoln at Dakota (north of the project area). There is no traffic light at Dakota & Lincoln and said there is a problem with vehicles traveling on Dakota, getting t-boned when crossing Lincoln.
- Citizen commented via email to Councilman Nevitt's office on Aug. 12:  
"Although the South Broadway/I-25 Interchange redesign has some positive and long-sought elements, much of the plan is hostile to pedestrians and the neighborhood, despite the literature's attestations to the contrary.

First the positive:

- The traffic signal at Lincoln and Ohio -- this is currently a dangerous intersection for pedestrians and vehicles alike.
- The traffic signals on Exposition and the Exposition extension -- these provide the much-desired pedestrian route from West Washington Park to the Broadway Light Rail station.

The negative:

- The pinching of Kentucky and the I-25 southbound off-ramp is ridiculous and unnecessary. It eliminates a business, and worst of all, creates a gauntlet for pedestrians on the western sidewalk of Broadway-- a horribly long "crosswalk" that discourages pedestrians by saying "this area is for cars only."
- The long detour for northbound Broadway traffic to get onto I-25 southbound. No one is going to take this detour. They'll just turn right on Mississippi and enter I-25 from Buchtel. Presumably the land surrounding Mississippi between Broadway and Logan is slated for mixed-use residential and commercial, possibly higher density, and routing thru highway traffic down the middle of it is incompatible with those uses. While the elimination of the left turn from southbound Broadway to southbound I-25 is nice, it's not worth the price of fouling access from northbound Broadway to I-25 southbound.
- Widening Broadway from 100' to 140'. Once the streetcars were removed, Broadway became too wide as it is. Broadway should go on a Road Diet, not be widened.
- Rebuilding the Lincoln St. ramp to I-25 northbound. Why is this necessary? 15 MPH is perfectly fine for an urban ramp. It's not necessary to take additional residences just for this.

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- While I would like to see the positive aspects of the proposal move forward, the overall feeling I get from the proposal as it stands is something that VDOT would design, such as at I-495 and Braddock Rd. -- just the very thing I was trying to escape by moving from Sprawl-fax County, Virginia to West Washington Park. As former president of the Kings Park Civic Association, I grew tired of battling these projects that over engineer vehicular capacity at the expense of pedestrian safety and the neighborhood.”

#### **Comment received via traditional mail:**

- “The most useful improvements would be a direct bicycle connection from the Broadway Light Rail Station to the Platte River Bike trail, with over passes or tunnels as needed.”
- “The proposed extension of Exposition goes through property owned by the Collection. It goes through the parking lot which is guaranteed parking for Quest in Quest’s lease. There has been no resolution to how this will be solved. There needs to be a land swap or something to replace the Quest parking. Quest is a large employer on this site. (This parking lot is just south of Well Music and the Quest Diagnostics Building.)”

#### **Outreach Methods Used to Engage Public Participation:**

- May 18, 2010 – Project Team met with Councilman Chris Nevitt
- July 15, 2010 – Project Team met with members of the West Washington Park Neighborhood Association - Land Use and Transportation Committee
- July 19, 2010 – Project Team met with additional members of the West Washington Park Neighborhood Association - Land Use and Transportation Committee
- July 28 and 29, 2010 – Project Team called all surrounding Neighborhood and Business Associations to inform them of the project, invite them the Aug. 24 Open House and ask to post the meeting announcement on website, add calendars and send to listserv, if any or all were available.
- Aug. 3, 2010 – Emailed Open House Meeting Notice to all Neighborhood and Business Organizations within study area with attached PDF of announcement.
- Aug. 9, 2010 – [www.Sobroi25.com](http://www.Sobroi25.com) website went live and included Open House meeting announcement, PDF of the meeting notice and PDF of Newsletter No. 1 in addition to project background and history and links previous studies and decision documents.
- Aug. 9, 2010 – Mailed Newsletter No. 1 to over 3,100 residents and property owners within the area bounded by W. Alameda and W. Florida (N/S) and S. Washington and S. Huron (E/W).
- Aug. 9, 2010 – Distributed extra copies of Newsletter No. 1 to recreation centers in the project area.
- Aug. 10, 2010 – Project Team met with neighbors of the Platt Park People’s Association.
- Aug. 11, 2010 – Emailed Enews of Open House Meeting Announcement with attached PDF of Newsletter No. 1 to all valid email addresses in Trackvia database (99 Total).
- Aug. 19, 20 and 23 – Advertised the Open House meeting notice in the Denver Daily Newspaper on Thursday and Friday the week prior to, and again on Monday the day prior to the Public Open House.



# Open House Survey Form August 24, 2010



Name \_\_\_\_\_ Organization \_\_\_\_\_

Address \_\_\_\_\_ E-mail Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_ Phone Number \_\_\_\_\_

1. What is your personal connection to this project? Check all that apply.
- |   |  |
|---|--|
| <input type="checkbox"/> Resident         | <input type="checkbox"/> Bicyclist     |
| <input type="checkbox"/> Business owner   | <input type="checkbox"/> Public Agency |
| <input type="checkbox"/> Work in the area | <input type="checkbox"/> Other _____   |
| <input type="checkbox"/> Commuter         |  |
2. If you live in the area, in what neighborhood do you live? \_\_\_\_\_
3. Did you participate in any past South Broadway Environmental Assessment (EA) public meetings/workshops?  
 Yes  No  
 If yes, what were the EA commitments you are most interested in?  
 \_\_\_\_\_  
 \_\_\_\_\_

4. What is your most frequent destination when you pass through the South Broadway/I-25 corridor?
- |   |   |
|---|---|
| <input type="checkbox"/> Light Rail station | <input type="checkbox"/> Parks                    |
| <input type="checkbox"/> Broadway Retail    | <input type="checkbox"/> South Platte River Trail |
| <input type="checkbox"/> Downtown Denver    | <input type="checkbox"/> Other _____              |
5. If you use public transportation (bus or Light Rail), how do you get to stops/stations in the South Broadway/I-25 corridor?
- |                                      |   |
|--------------------------------------|---|
| <u>Mode of Transportation</u>        | <u>Most Frequent Point of Crossing</u>            |
| <input type="checkbox"/> Car         | <input type="checkbox"/> Broadway at Exposition   |
| <input type="checkbox"/> Bike        | <input type="checkbox"/> Broadway/Lincoln at Ohio |
| <input type="checkbox"/> Walk        | <input type="checkbox"/> Broadway at Kentucky     |
| <input type="checkbox"/> Other _____ | <input type="checkbox"/> Broadway at Tennessee    |
|                                      | <input type="checkbox"/> Other _____              |

6. When traveling by automobile through the South Broadway corridor, where do you experience the most traffic congestion?  
 \_\_\_\_\_  
 \_\_\_\_\_

7. What kinds of improvements would you like to see in the South Broadway corridor that would encourage you to use public transportation, walk or bike more often?  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_





# WELCOME

**CITY AND COUNTY OF DENVER**  
**BROADWAY ARIZONA TO EXPOSITION &**  
**I-25 INTERCHANGE**  
**PUBLIC OPEN HOUSE**

AUGUST 24, 2010





# **CITY AND COUNTY OF DENVER** **BROADWAY ARIZONA TO EXPOSITION** **& I-25 INTERCHANGE**

**Denver City Council President – Chris Nevitt**

City Project Manager – Michael Harmer, PE

Consultant Team Project Manager – Jeanne Sharps, PE

City and County of Denver  
201 W. Colfax Avenue  
Denver, CO 80202



## PURPOSE OF MEETING

- Reintroduce the project to the public.
- Summarize current design activities.
- Let you know what the next steps are.

SOUTH BROADWAY



ARIZONA TO EXPOSITION & I-25 INTERCHANGE

## CONSULTANT TEAM



## DESIGNWORKSHOP



**Hermsen Consultants**



# SOUTH BROADWAY



ARIZONA TO EXPOSITION & I-25 INTERCHANGE

## ENVIRONMENTAL ASSESSMENT PREFERRED ALTERNATIVE





## PROJECT PURPOSE

The project purpose is to create a South Broadway Corridor that provides safe and efficient multi-modal mobility which:

- 1) Accommodates the transportation needs of the area neighborhoods, existing businesses, planned developments and the I-25 & Broadway Station area.
- 2) Promotes the development and use of transit-oriented, civic and neighborhood spaces.





## **PROJECT NEED**

**The major needs of the South Broadway Corridor include:**

- 1) The Corridor currently experiences peak hour congestion that is expected to worsen.**
- 2) Projected regional and local traffic growth will result in increased congestion in the Corridor; this may increase the likelihood of traffic cutting through area neighborhoods.**
- 3) Existing conditions lack connectivity and adequate width of bicycle and pedestrian facilities in the South Broadway Corridor.**





## COORDINATING AGENCIES

- **Federal Highway Administration**
- **Federal Transit Authority**
- **Colorado Department of Transportation**
- **Regional Transportation District**



## UTILITY AGENCIES

- **XCEL (gas & electric)**
- **QWEST**
- **Metro Wastewater Reclamation District**
- **Denver Wastewater (storm and sanitary sewer)**
- **Denver Water**

# SOUTH BROADWAY



ARIZONA TO EXPOSITION & I-25 INTERCHANGE

## ADJACENT ON-GOING PROJECTS



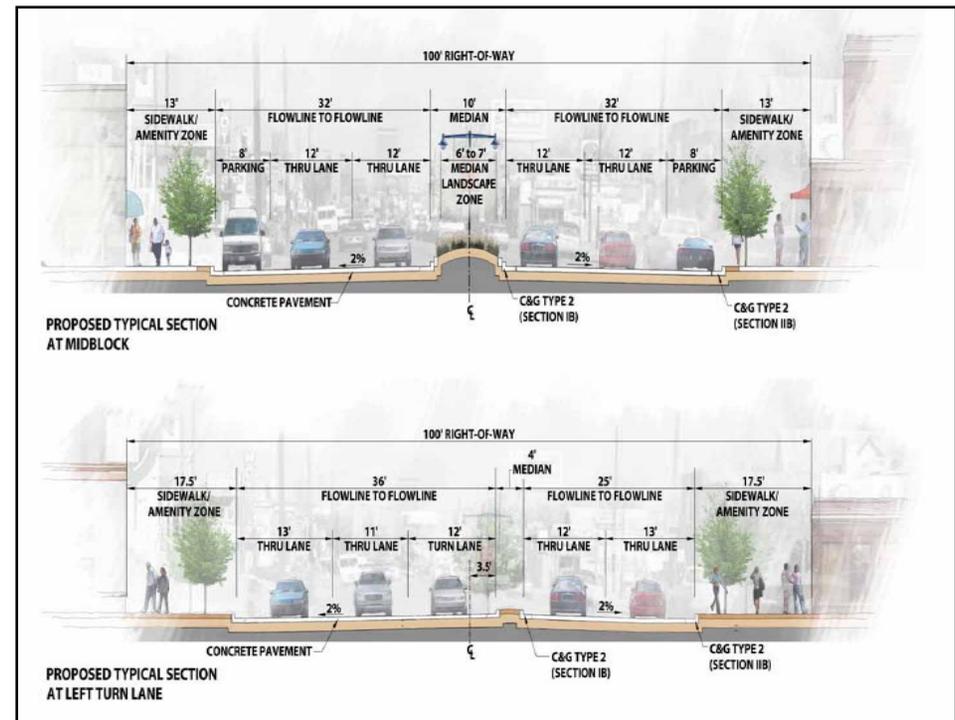
## ADJACENT ON-GOING PROJECTS

- **CCD Center Avenue Outfall**  
(design)



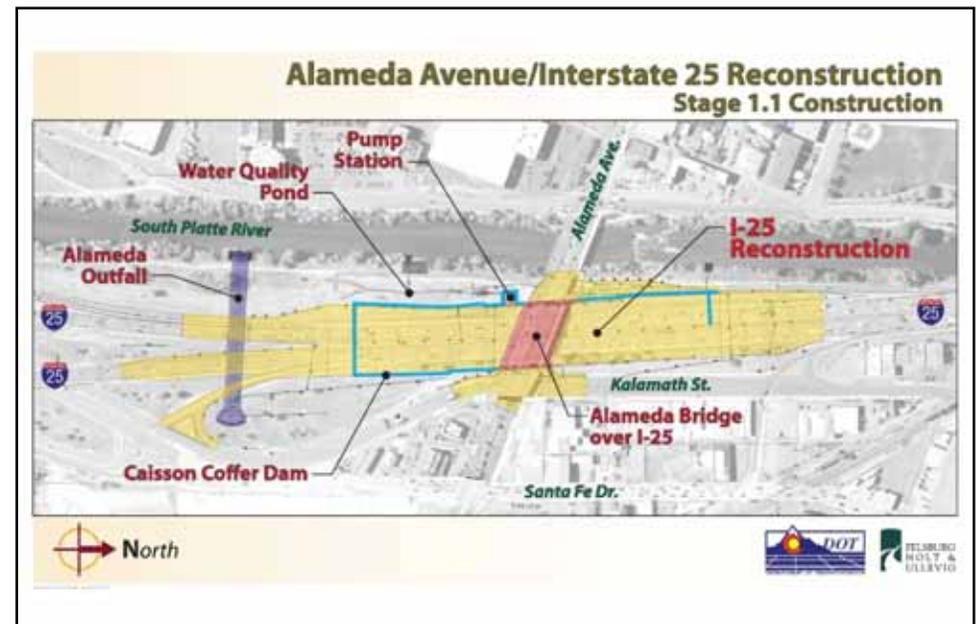
## ADJACENT ON-GOING PROJECTS

- **CCD Center Avenue Outfall**  
(design)
- **CCD South Broadway I-25 to Arizona** (construction)



## ADJACENT ON-GOING PROJECTS

- **CCD Center Avenue Outfall** (design)
- **CCD South Broadway lowa to Arizona** (construction)
- **CDOT I-25 Santa Fe / Alameda Interchange Stage 1.1** (construction)



## ADJACENT ON-GOING PROJECTS

- **CCD Center Avenue Outfall**  
(design)
- **CCD South Broadway I-25 to Arizona** (construction)
- **CDOT I-25 Santa Fe / Alameda Interchange Stage 1.1**  
(construction)
- **CDOT I-25 Santa Fe / Alameda Interchange Stage 1.2/1.3**  
(design)



## GENERAL DEVELOPMENT PLANS

- **Denver Design Center GDP**
- **Cherokee GDP** (Gates & Cherokee Denver Sites)
- **Gates East GDP**



SOUTH BROADWAY EA PREFERRED ALTERNATIVE

## PREVIOUS STUDIES

- **South Broadway and I-25 System Level Study & Interstate Access Request** (January 2008)
- **South Broadway Environmental Assessment & Section 4(f) Evaluation** (March 2008)
- **South Broadway Finding of No Significant Impact** (November 2008)



SOUTH BROADWAY EA PREFERRED ALTERNATIVE

## CCD COMPLETED ENVIRONMENTAL ASSESSMENT & SECTION 4(f) EVALUATION

- Used for planning of the infrastructure needs of the South Broadway Study Area
- Followed National Environmental Policy Act (NEPA) Process
- Characteristics of an EA include :
  - Screening of alternatives
  - Identification / mitigation of environmental impacts
  - Identification of historic features
  - Traffic impacts
  - Estimates of ROW requirements



SOUTH BROADWAY EA PREFERRED ALTERNATIVE

## EA KEY PROVISIONS FOR FUTURE CONDITIONS

- **Interim Parking**
  - Interim parking along Broadway until traffic warrants 4<sup>th</sup> through lane
- **Cut-Through Traffic**
  - 4<sup>th</sup> through lane in each direction will be added when congestion causes neighborhood cut-through traffic

## EA COMMENTS & RESPONSES

**Comment:** In section 4.3.1.3, the assessment reads: Channelization prevents westbound Ohio Avenue access from the neighborhood street. Access to the interstate is from the arterials only. The island barrier provides opportunity for ground level signs reinforcing the turn restriction. WWPNA would prefer this read: Channelization prevents westbound Ohio Avenue access from the neighborhood street. Access to the interstate is from the arterials only, by preventing a left hand turn from westbound Ohio onto the NB I-25 onramp. The island barrier provides opportunity for ground level signs reinforcing the turn restriction. (also on page 2-38).

**Response:** This change to the text of the EA is acceptable and is addressed in Section 3.1 Clarifications to the Description of the Preferred Alternative of this FONSI.

**Comment:** The right yield turn from the NB I-25 off-ramp onto Ohio was to be removed, squaring the intersection. This does not appear in the text or drawings (4.9).

**Response:** This change to the text modifying the EA is included in Section 3.1 Clarifications to the Description of the Preferred Alternative of this FONSI.

## EA COMMENTS & RESPONSES

**Comment:** There should be a traffic signal at Ohio and the NB I-25 off-ramp.

**Response:** This signal is included in the list as the 6th bullet, “Ohio Avenue/ I-25 northbound off/on-ramp.”

**Comment:** The VHEIS included provisions for nuisance noise mitigation on the Broadway Bridge. This allowed CDOT to use the quiet pavement on the bridge surface and allowed for higher than average jersey barriers which provided safety, given the level of truck traffic on I-25, plus provided additional noise protection. We would like to see this incorporated into the NEPA final report.

**Response:** The VHEIS included provisions for noise mitigation on the Broadway Bridge related to the estimated future truck traffic associated with I-25 improvements not implemented with the South Broadway EA. Therefore, noise mitigation on the I-25 bridge over Broadway would be constructed as part of the future Valley Highway improvements along I-25.

## EA COMMENTS & RESPONSES

**Comment:** We included additional alternatives, such as an additional NB I-25 onramp on the west side of Broadway for future contemplation without requiring another study. Where are these identified in the document?

**Response:** These are included in Section 6.2.1 as items related to future conditions received through the collaborative public and agency process that were not associated with the project purpose and need.

**Comment:** As part of this project there was agreement by the City and County of Denver Public Works (DPW) to alter the stop sign at Ohio and Grant to force traffic to stop on Grant St. versus Ohio. Plus there would be the addition of a stop light at Ohio and Logan. Where are these documented?

**Response:** As the project moves forward and is implemented, DPW agreed to consider modifications to stop sign patterns and signalization. A signal was not agreed to as the modeling for the South Broadway EA did not show the need for a signal at Ohio and Logan. DPW would be willing to evaluate the need for a revised stop sign pattern or for a signal in the future based on a typical City Traffic Investigation/Warrant analysis.

## EA COMMENTS & RESPONSES

**Comment:** The “Yoga Ramp” configuration was not included in the document as an alternative that was eliminated.

**Response:** The “Yoga ramp” is the Diverging Diamond interchange configuration and is listed as Option 8 in Section 2.6.1 Interchange Screening Process.

**Comment:** On page 1-6 the table indicates the 2030 traffic projections for Broadway/Lincoln north of I-25 as 57,700, while the Denver Regional Council of Governments (DRCOG) figure in the appendix figure 4, page A-7 shows the corresponding traffic counts as 64,700. These should match.

**Response:** The DRCOG model forecasts presented in the appendix are based on region wide modeling, while the forecasts presented in Table 1-2 are based on updated traffic counts, more specific operations, and more localized modeling techniques. Some discrepancies are to be expected.

## 30% DESIGN PROJECT COMPONENTS

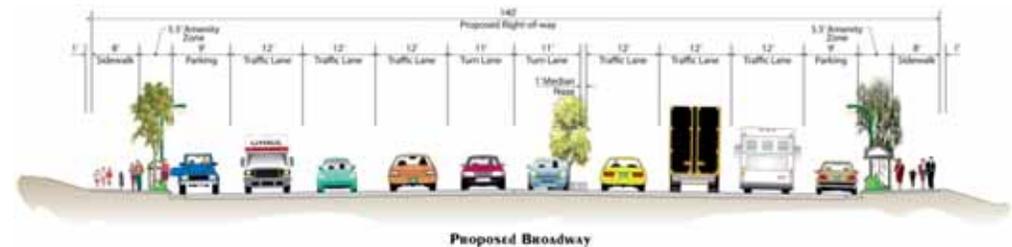
- Reconstruct Broadway from Arizona to Exposition
- Reconstruct Mississippi between the CML and Logan
- Reconstruct Ohio between Broadway and SB I-25 Off-Ramp
- Extend Exposition
- Realign SB I-25 On-Ramp
- Modify NB I-25 On-Ramp
- Modify NB I-25 Off-Ramp
- RTD Broadway Station Access Modification
- Widen Sidewalks and Multi-Use Trails



SOUTH BROADWAY EA PREFERRED ALTERNATIVE

## 30% DESIGN PROJECT COMPONENTS

- Reconstruct Broadway from Arizona to Exposition
- Reconstruct Mississippi between the CML and Logan
- Reconstruct Ohio between Broadway and SB I-25 Off-Ramp
- Extend Exposition
- Realign SB I-25 On-Ramp
- Modify NB I-25 On-Ramp
- Modify NB I-25 Off-Ramp
- RTD Broadway Station Access Modification
- Widen Sidewalks and Multi-Use Trails



SOUTH BROADWAY EA PREFERRED ALTERNATIVE

## 30% DESIGN PROJECT TASKS

- **30% Design**
  - Roadway, structures, lighting, streetscape, drainage, water quality, utilities
- **Topographical Survey**
  - Right-of-entry letters sent to area property owners
- **ROW**
  - Refine impacts identified in the EA
  - Prepare plans identifying full and partial takes
- **Geotechnical & Environmental Subsurface Investigations**
- **Utility Clearances & Agreements**
- **Multi-Modal Connectivity Analysis & Recommendations**

## 30% DESIGN PROJECT TASKS

- **Project Phasing Analysis & Recommendations**
  - Logical construction sequencing
  - Independent utility
  - Multi-modal traffic operation improvements
  - Available funding



## 30% DESIGN PROJECT TASKS

- **Project Delivery Method Analysis & Recommendations**
  - Design Bid Build
  - Alternative Bidding
  - Design Build
  - Construction Manager at Risk
  - Construction Manager / General Contractor
  - Public-Private Partnerships

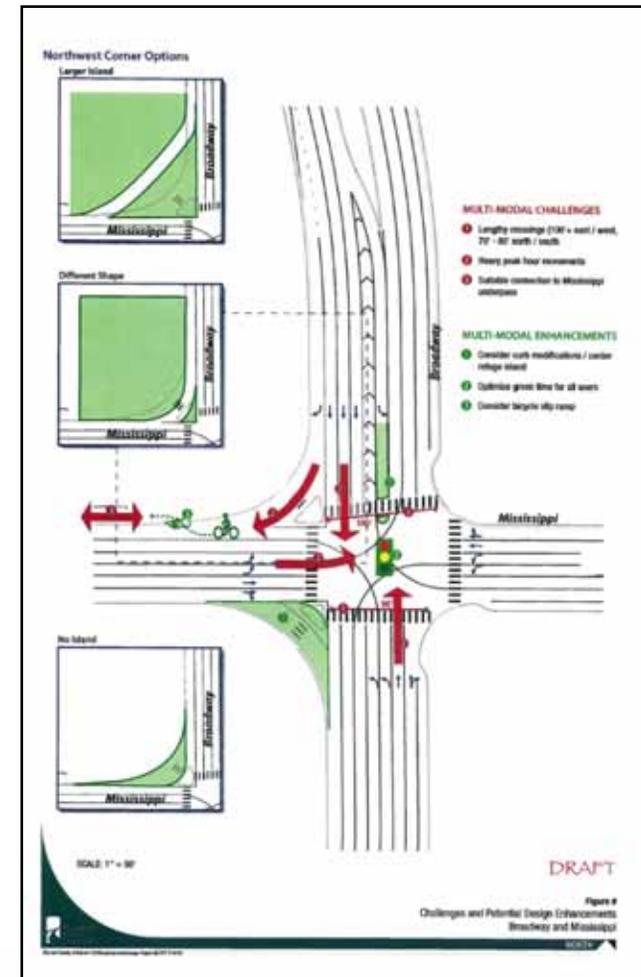
# SOUTH BROADWAY



ARIZONA TO EXPOSITION & I-25 INTERCHANGE

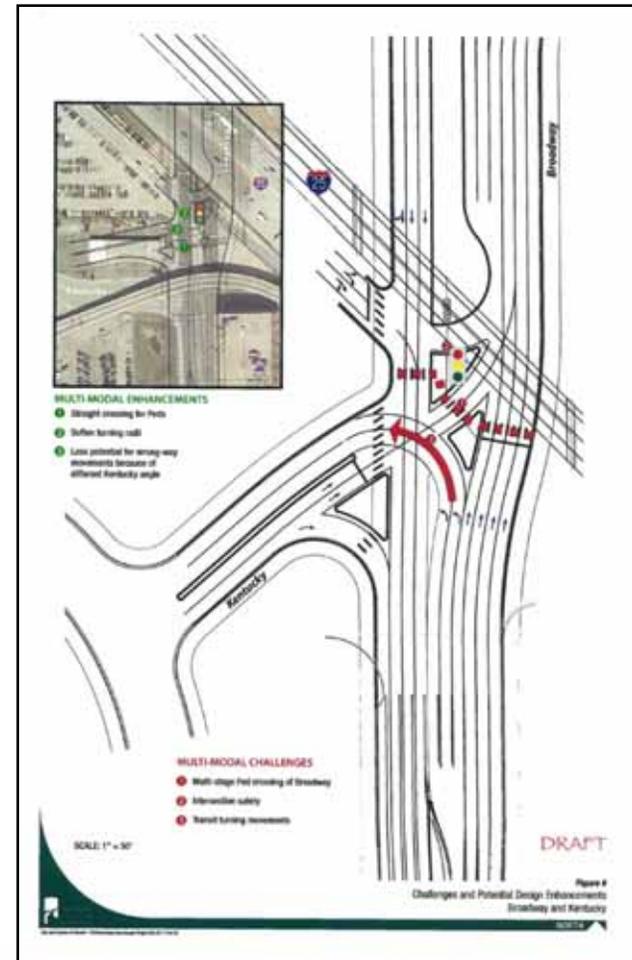
## DESIGN ALTERNATIVES

- EA Design Refinement
  - Broadway / Mississippi



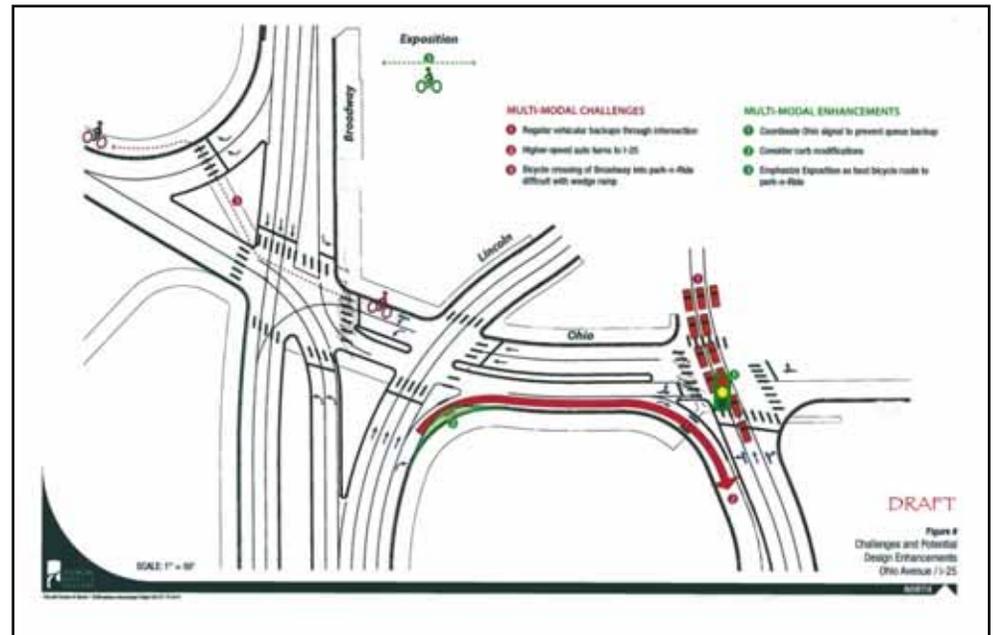
## DESIGN ALTERNATIVES

- **EA Design Refinement**
  - Broadway / Mississippi
  - Broadway / Kentucky



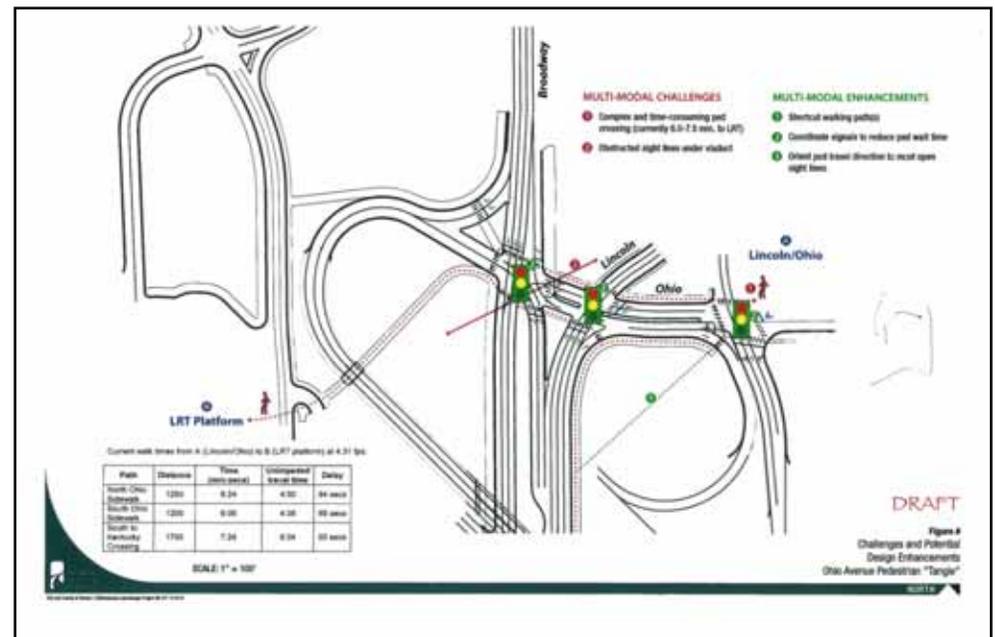
## DESIGN ALTERNATIVES

- **EA Design Refinement**
  - Broadway / Mississippi
  - Broadway / Kentucky
  - Ohio / Vehicles



## DESIGN ALTERNATIVES

- **EA Design Refinement**
  - Broadway / Mississippi
  - Broadway / Kentucky
  - Ohio / Vehicles
  - Ohio / Pedestrians / Bikes



## DESIGN ALTERNATIVES

- **Roadway**
  - Angled parking along Broadway
- **RTD I-25 & Broadway Station**
  - Alternative entrance at Tennessee
  - Alternative to Exposition extension bus only access road
  - Replacement parking / parking mitigation



## OPEN HOUSE SURVEY

- **Help us understand:**
  - Your use of project area infrastructure
  - Modes of transportation you use to travel through the project area
  - Infrastructure improvements you would like to see to encourage use of alternate forms of transportation
  
- **Complete tonight or take home and mail back to team**



**Open House Survey Form**  
August 24, 2010



Name \_\_\_\_\_ Organization \_\_\_\_\_

Address \_\_\_\_\_ E-mail Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_ Phone Number \_\_\_\_\_

1. What is your personal connection to this project? Check all that apply.

<input type="checkbox"/> Resident	<input type="checkbox"/> Bicyclist
<input type="checkbox"/> Business owner	<input type="checkbox"/> Public Agency
<input type="checkbox"/> Work in the area	<input type="checkbox"/> Other _____
<input type="checkbox"/> Commuter	

2. If you live in the area, in what neighborhood do you live? \_\_\_\_\_

3. Did you participate in any past South Broadway Environmental Assessment (EA) public meetings/workshops?  
 Yes  No  
 If yes, what were the EA commitments you are most interested in?  
 \_\_\_\_\_  
 \_\_\_\_\_

4. What is your most frequent destination when you pass through the South Broadway-I-25 corridor?

<input type="checkbox"/> Light Rail station	<input type="checkbox"/> Parks
<input type="checkbox"/> Broadway Retail	<input type="checkbox"/> South Platte River Trail
<input type="checkbox"/> Downtown Denver	<input type="checkbox"/> Other _____

5. If you use public transportation (bus or Light Rail), how do you get to stops/stations in the South Broadway-I-25 corridor?

<p><u>Mode of Transportation</u></p> <input type="checkbox"/> Car <input type="checkbox"/> Bike <input type="checkbox"/> Walk <input type="checkbox"/> Other _____	<p><u>Most Frequent Point of Crossing</u></p> <input type="checkbox"/> Broadway at Exposition <input type="checkbox"/> Broadway/Lincoln at Ohio <input type="checkbox"/> Broadway at Kentucky <input type="checkbox"/> Broadway at Tennessee <input type="checkbox"/> Other _____
---	---

6. When traveling by automobile through the South Broadway corridor, where do you experience the most traffic congestion?  
 \_\_\_\_\_  
 \_\_\_\_\_

7. What kinds of improvements would you like to see in the South Broadway corridor that would encourage you to use public transportation, walk or bike more often?  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

You may fill and return this form by mail by August 30, 2010 CEN307 BOBRD01 - OPEN HOUSE AUG. 24, 2010

## SUSTAINABILITY

“Cities have a significant environmental footprint: They cover just two percent of the world’s surface, but they accommodate 50 percent of the world’s population and consume 75 percent of its resources.”

Greenprint Denver





## SUSTAINABILITY



Greenprint Denver sustainability areas:

- Energy
- Air and Emissions
- Water
- Land
- Transportation
- Waste
- Community
- + Art

## SUSTAINABILITY – SAMPLE PROJECT GOALS

Greenprint Denver Sustainability Area	Project Goal	Strategies
Energy	Reduce energy use	Specify durable materials with a long life cycle  Utilize materials with low maintenance requirements
Air & Emissions	Design and/or construct corridor and intersection facilities to accommodate multi-modal balance	Synchronize traffic signals and configure traffic lanes to reduce idling of vehicle engines  Improve sidewalk continuity and increase sidewalk and pedestrian refuge areas
Water	Utilize alternative materials to decrease impervious surfaces within the project footprint	Where possible, use pervious surfaces such as porous pavements on low-volume roadways such as local streets, multi-use trails and sidewalks

## SUSTAINABILITY – SAMPLE PROJECT GOALS

Greenprint Denver Sustainability Area	Project Goal	Strategies
Land	Avoid remnant parcels.	Modify intersection designs to minimize remnant parcels
Transportation / Community	Decrease cut through traffic in adjacent neighborhood.	Decrease cut through traffic by: <ul style="list-style-type: none"> <li>•Incorporation of signage</li> <li>•Reconfiguration of westbound Ohio to not allow access onto northbound I-25 ramp</li> </ul>
Waste	Reduce the consultant team's impact on the environment.	<ul style="list-style-type: none"> <li>•Minimize use of paper</li> <li>•Carpool to meetings</li> <li>•Provide / use EcoPass</li> <li>•Provide conference call alternatives to physically attending meetings</li> </ul>

# SOUTH BROADWAY



ARIZONA TO EXPOSITION & I-25 INTERCHANGE

## SCHEDULE / NEXT STEPS

	2010			2011			
	APRIL - JUNE	JULY - SEPT	OCT. - DEC.	JAN. - MARCH	APRIL - JUNE	JULY - SEPT	OCT. - DEC.
30 % DESIGN							
FINAL DESIGN FIRST PROJECT							
ADVERTISE FIRST PROJECT						★	

SOUTH BROADWAY



ARIZONA TO EXPOSITION & I-25 INTERCHANGE

# QUESTIONS





## PROJECT CONTACT INFORMATION

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Project Website: [www.sobroi25.com](http://www.sobroi25.com)





# THANK YOU

**CITY AND COUNTY OF DENVER**  
**BROADWAY ARIZONA TO EXPOSITION &**  
**I-25 INTERCHANGE**  
**PUBLIC OPEN HOUSE**

AUGUST 24, 2010

