

I-70 Shift –Mitigation Focus Group

January 17th, 2012 meeting

This was our second meeting of the mitigation focus group.

- I. We reviewed the concept of a Neighborhood Mitigation Plan. We believe the plan should focus on providing improvements to the neighborhood such as; increased lighting, sidewalks, paved alleys, curbing and gutters, and ways to address railroad noise.
- II. Kirk Webb (CDOT) presented information on environmental justice and answered questions. The PowerPoint is located at www.denvergov.org/ccdl70. He also answered questions regarding acquiring housing and how the process was managed by CDOT.
- III. Karen Good provided proposed and preliminary cross-section drawings of what I-70 might look like constructed from the EIS information. There was discussion about the width, and how the traffic would flow. Karen also provided proposed and preliminary cross-sections of how 46th might be constructed under I-70. We discussed the importance of it appearing more open and accessible to sunlight and air. Safety, pedestrian and bike paths are important considerations for 46th. In this context we discussed the importance of having a pedestrian and bike awareness program.
- IV. We believe there should be other ways to use the space under I-70 and want to ensure this is considered when we reach the appropriate design phase.
- V. We discussed where the 'line' for acquiring properties might be. At this point, CDOT believes they can minimize the acquisition of homes from what has been presented in the past by reconfiguring 46th under I-70. We affirmed that some type of improvement or mitigation funds should be available to homeowners who are within a close proximity to the highway once construction is completed. These funds could be used to provide improvements to reduce the impact of highway such as better insulated windows, landscaping, etc.
- VI. Within the context of providing buffer for the homes, Kirk asked what the neighbors preference would be: minimize property acquisition, or to acquire as much property as possible to create more space between the viaduct and the remaining homes. The group said they would prefer that CDOT acquire 50-100 additional feet to provide an effective and attractive buffer for I-70.

Our next meeting will be the combined focus group meeting on February 9th.