

South Broadway NEPA Process Public Meeting Comments

May 12, 2005

Questions raised and comments made to project staff during open house session

Questions

- How, if at all will this project impact the Louisiana Station?
- If I can't come to public meetings – What other opportunities are there for me to get involved?
- Will this study make sure the Gates property is cleaned up?
- How will you make the determination of whether an EA or EIS is done?
- Does CCD have condemnation rights?
- What/where is funding coming from?
- Will Broadway be widened?
- Is Cherokee going to allow car traffic through their site? New roadways?
- Is RTD going to revive the central connector project?
- Is Logan being considered for one-way operation?
- Is the post office facility at Logan/Kentucky going to stay?
- Very concerned about the contamination. Why was it not taken care of years ago?
- West University Community Association – neighborhood org.?
- How does the Gates/Cherokee Development “tie” into this project (coordinated)?
- What is the difference between the Valley Highway EIS and this study?
- How do you mitigate the people moving in.?

Comments

- Long range solution.
- Study area should be extended north to make sure impacts to people north are identified.
- Improvements to Santa Fe should be examined – including impact of at grade RR crossing.
- Most traffic impacts are likely to be to the east.
- Provide project boundary/study area map on website.
- Need to preserve Broadway's viability as a retail center.
- The study area for circulation purposes is too small and needs to be expanded.
*Alameda to the north *Downing to the east
- Why concentrate on North/South? Concerned – incorporate w/ East/West.

South Broadway NEPA Process Public Meeting Comments May 12, 2005

- “Gates Historic District” is misleading.
- Concerned that the boundaries are too narrow. Move to Emerson/Downing.
- Need to concentrate on East/West movements too. More than one option.
- Study Santa Fee to University – Look at Louisiana Ave. this corridor could be impacted a lot.
- One-way roads are terrible for residents, especially when there is a major problem on arterials.
- Make sure to also mail things to neighborhoods.
- Provide at least 3 weeks notice on public meetings.
- It is about mitigating the change – not stopping the change.
- Transportation planning is lagging the land use planning.
- Priority pedestrian traffic is safe, encourage it.
- Make sure to address pedestrian movements to encourage transit use.
- Pay attention to Logan/Mississippi intersection – to avoid it, folks cut through neighborhood.

South Broadway NEPA Process Public Meeting Comments

May 12, 2005

Comments submitted via comment sheets

(Only those sheets turned in at the meeting are noted here. Other comments mailed, emailed, or phoned in to the project manager will be documented and posted at a later date)

- Not necessarily “most important” but may be hardest to solve: Bicycle access to the site and station. Broadway corridor has historically been a location of a lot bicycle accidents. Riding on the street is not especially safe, and bicyclists are often seen riding on the sidewalks (illegal). Better connections to bike route system might help.
- Please include and describe existing traffic patterns and volumes to give perspective to the 70,000 to 80,000 number of additional car trips per day. 70,000 compared to the existing 70,000 or 700,000. We need an idea of the *relative increase*. Also, please compare to original traffic loading from gates when operations were in full swing. Compare to traffic loading if something like Gates were to be in operation.
- Alternative to address signaling at Broadway/I-25. Current spacing, timing, and sight distance is poor.
 - Include alternatives to aide bike and pedestrian traffic north/south and east/west. These alts. Should recognize that bike and red traffic are not the same. (E.g. sidewalk only for cyclists is unsafe w/ traffic and glass, etc.)
 - Good meeting, presented scope well.
- I have heard that TOD – Travel Oriented Development, strengthens neighborhoods. Could that be addressed at one of the meetings? People are reluctant to change- this may help w/ their anxiety over development and change.
- Ease of access and safety for pedestrians and bicycles to bus and light-rail. This would encourage non-auto travel.
 - Bicycle lanes should be curbed away from auto lanes. This is a very busy traffic area. I have been his by a car.
 - Bicycle lanes should be one to avoid collision.
 - Construction of local environment to promote feeling of safety – who wants to travel an unsafe street everyday!
- Prefer widening of Broadway to couplet plan. There is a wide blvd. there. It already is a barrier. It's a perfect place to create a connection between east and west development with a “bridge” including shops, café, etc. over Broadway. Beneath the bridge can be a pedestrian crossing and planted median will enhance the look, calm traffic, provide pedestrian “island”. Putting a major I-way in midst of east and west Gates development would not be very pedestrian/resident friendly.
- I-25/Broadway interchange: Extend Lincoln south of I-25 to try to improve interchange.

South Broadway NEPA Process Public Meeting Comments

May 12, 2005

- Pedestrian/bike access across I-25 and from Platte River trail to Washington Park.
- Pedestrian enjoyment of the path from West Washington Park to Gates/Cherokee south Denver transportation hub.
- Traffic patterns near Exposition/Grant.
- Noise abatement near Exposition/Grant.
- Construction impact on West Washington Park.
- Boundary: Further east.
- What if at Mississippi at Broadway move traffic to Santa Fe and North? Any chance for cutting over at Iowa or anywhere to relieve N. bound traffic on Broadway?
- What are you going to do w/ Arizona during construction?
- Clean up good; don't need another subdivision/shopping mall.
- What does this do for Denver?
- Income producing land-use and signature place- building is critical when considering this project.

South Broadway NEPA Process Public Meeting Comments May 12, 2005

Concerns and Issues Raised during “open mike” session

Community Character

- Protections for current residents who live along Lincoln, Sherman, Grant and Logan
- Logan Street has residential character that should be protected
- Wide roads are a barrier to integrating the community; they limit connectivity
- Those who live in the area’s residential neighborhoods are committed to keeping their houses and protecting the character of the neighborhoods
- Maintain character of established neighborhoods

Pedestrian and Bicycle Needs

- Pedestrian movement could be hampered by wide roads
- Keep the flavor of the pedestrian-friendly area
- Pedestrian access to the station is important, the existing pedestrian access is dangerous and discourages transit use
- Important to carefully consider safety for those who want to use bicycles; they need safe and secure access to transit stops, through the study area and to downtown

Traffic on Local Streets

- Prevent cut-through traffic generated by new development as people seek to avoid traffic lights
- Capture all of the transportation impacts, auto, pedestrian, bike, transit, etc. in the study area

Transportation Needs

- The major issue (most travel demand) is auto traffic getting on and off I-25 at Broadway to get to and from downtown
- Consider an access management strategy for Lincoln and Broadway
- It is important to provide clear information as early as possible about possible acquisition of private land for right-of-way

Park Lands

- If Mississippi is altered to carry more traffic east of the study area, there could be considerable impacts to Washington Park

South Broadway NEPA Process Public Meeting Comments

May 12, 2005

Parking

- South Broadway widening could eliminate parking that is important to local businesses and push retail customer parking into the neighborhoods
- Neighbors along Lincoln have to deal with parking from businesses now
- Parking requirements for the redevelopment sites have been reduced ; this raises a concern that in the long term there may be an even greater demand for parking in the neighborhood
- One-hour limits are currently not enforced
- Residential stickers could prevent shoppers from using neighborhood streets as retail parking

Local Businesses

- Examine potential impact to business area plans

Scope of the Study/Study Area Boundaries/East-West Focus

- Examine traffic on Santa Fe and move some of the Broadway corridor's north-south traffic to Santa Fe if there is capacity there.
- Q: Will the study include Santa Fe? A: Anything that addresses the north-south movement along Broadway will be examined
- Q: The Valley Highway NEPA Process has produced a draft environmental impact statement that includes alternatives for the Broadway/I-25 interchange; what happens to those alternatives in this study? A: We will coordinate with the Colorado Department of Transportation (The Valley Highway EIS is their study) Neither study can overrule or preclude the work of the other.
- Q: What is the plan to accommodate Section 106 (historic preservation regulation) review? A: This study will have to comply with regulations related to historic properties (Section 106) and park land (Section 4f)
- Q: Does the title of the study "South Broadway" suggest a predetermined answer; does the title indicate that changes to Broadway are the answer to north-south traffic? A: No, changes to Broadway should be only one of a series of possible alternatives
- The pressure here comes from those who want to travel to and from downtown
- The study should recognize that there are motorists who want to avoid going through the area who are using Downing and University
- Don't stop the study boundary at Exposition; consider Alameda; consider the railroad crossings
- Extend the study south to Evans Avenue
- Buchtel is an important east-west corridor – development along that corridor should be considered
- Given the redevelopment plans, the study needs to look at east-west impacts. Cars from the redeveloped sites will have to move east-west.

South Broadway NEPA Process Public Meeting Comments

May 12, 2005

- To succeed, the study has to examine east-west streets, particularly Mississippi and Alameda

Ideas/Suggestions

- Move rail east and that makes Santa Fe viable as an alternative to downtown
- Study an interchange at Logan and Arizona
- Don't make Lincoln south of I-25 one-way
- No couplet north from Arizona
- Use computer software to analyze (but don't use Syncro)

Communication with the Communities and Stakeholders

- Helpful if put announcements and information on web site – HOA uses e-mail and web sites
- West Community – flyers, more traditional ways of announcing/communicating
- Use the WP Profile to communicate

Next Steps/Announcements

- May 19 5:30pm Valley Highway EIS – Public information meeting (Baker Middle School 574 W. 6th Ave)
- June 23rd 5:30 pm Broadway NEPA Consensus Committee (Location TBD)
- June 2 Valley Highway EIS – Public Hearing (Drury Gymnasium 375 S Zuni – Drury Gymnasium)