



South Broadway NEPA Process
Consensus Committee Meeting #15
April 19, 2007
Cameron Community Church
6:00 pm – 9:00 pm

Meeting Notes

Next Meeting

May 17th – Debrief the process and larger issues that were not included specifically in the NEPA project.

Discussion Highlights

Recommended Preferred Alternative – Consensus was reached in support of the preferred alternative alignment presented at the meeting. Consensus Committee members used words like “ok”, “happy”, “supportive”, “fine”, and “willing” to describe their support for the alternative. Many Consensus Committee members raised caveats to their support (see below for a list), things like: not precluding an Ohio extension/collector distributor road from Broadway to Santa Fe; improving the attractiveness of pedestrian crossings; four way stops at certain intersection; and traffic calming measures. Jason Longsdorf, City and County of Denver, was able to let people know whether the caveat would be pursued during the development of the Environmental Assessment or design phase, or in the future/not a part of this NEPA project.

Jason Longsdorf presented the final changes to the alignment made following conversations with Consensus Committee members. To see the map presented at the meeting go to:
<http://www.denvergov.org/Portals/479/documents/Level3BProjectTeamPreliminaryPA.pdf>

MEETING SUMMARY

Updates to the Preferred Alternative

The project team contacted many Consensus Committee members to discuss their level of support and what changes were needed for all their concerns to be address. The following is a list of the changes made since the March Consensus Committee meeting and the final alignment for a consensus recommendation.

- ***Median Landscaping*** - Cherokee Development/Broadway Metro District has volunteered to pay for installation and maintenance of the landscaping for the medians on Broadway between Arizona and I-25.
- ***Single Turn Lane at Tennessee*** - The project team was able to remove the second turn lane at Tennessee. The space from the second turn lane will be used to enlarge the sidewalks at the intersection from 13.5 feet to 18.5 feet.
- ***Exposition Extension West of Broadway*** - The extension of Exposition on the west side of Broadway will swerve south as far as possible to retain as much of the current parking adjacent to the Quest Diagnostics building as possible.
- ***Arizona Stop Signs*** - The intersection of Sherman and Arizona will have a two way stop, stopping north/south bound traffic. There will be four way stops at the intersections of Lincoln and Arizona and Grant and Arizona.
- ***Trigger Language*** – To see the final trigger language please go to <http://www.denvergov.org/BroadwayNEPA/DraftTriggerLanguage/tabid/426107/Default.aspx>
Changes to the Trigger Language include the follow (please see the trigger language for all of the changes):
 - Clearer definitions of “major” and “minor” changes (the trigger language applies to major changes):
 - Major – anything that changes a lane or forces the removal of constructed elements
 - Minor – operational changes (stop signs, signal, sidewalks)
 - Addition of a list of specific streets that may be affected by cut through traffic

Clarifications of Trigger language

- “greater trips than expected” – expectation is based on the classification of the street and density of development
- “at that point in time” – this language addresses the concern that traffic numbers match the development built at the time traffic is measured, not based on the final approved (but not yet built) density/development expected traffic.
- “immediate major change” – this language addresses the possible situation where traffic related fatalities or serious safety issues arise due to construction elements.

Suggested Changes

- Add to last bullet “traffic or safety concern”
- “impacts of new development” – impacts should include traffic changes and flow (movement) going through the NEPA study area and nearby adjacent streets as a result of population growth, redevelopment, and new development from any source
- ***Lincoln & Ohio Intersection*** - The modifications to this intersection include:
 - No access to northbound I-25 for those traveling west on Ohio by constructing a median/bulb out

- Cross walk across the on ramp
 - Pedestrian activated signal to use the crosswalk across the on ramp, this signal will be a continuous green arrow unless pedestrian activated. This means pedestrians only use two signals to travel from northeast of the interchange to the RTD station.
 - This configuration will prohibit access to the Lincoln cul-de-sac properties and adjacent business. The properties in this area will be acquired and then the City will look at opportunities to reuse the area, including assess the opportunity for right-in/right-out access.
- ***Mississippi/Broadway***
Question – Could any of the second left turn lanes at this intersection be used to widen the sidewalk?
Answer – The traffic volumes at this intersection require the use of two turn lanes for the northbound left turn. Since the through lanes need to be lined up through the intersection, the sidewalk north of the intersection cannot be widened beyond the use of the proposed bulb-outs.

Elements that Follow alternative Selection

During conversations with Consensus Committee members several issues were raised that will be addressed following the alternative selection process. The elements that will be considered/assessed following selection include:

- Bike/pedestrian access from Cherokee along Acoma
- Removing the signals at Center
- Extension of the wedge ramp onto northbound I-25 for better access onto I-25 and to create an east west connection between Broadway and Santa Fe
- Retaining the existing on ramp/right turn lane from northbound Broadway to southbound I-25 – this will be assessed during final design to see if it is possible to fit this between the wedge ramp and the Ford building

Question – How will these elements be documented?

Answer – The Environmental Assessment (EA) document will describe the process that led to the final alignment, including elements that were important but outside the project scope. The EA will also document in a narrative that the Consensus Committee supported these elements as future projects.

Discussion

Each member of the Consensus Committee spoke about where their organization stood regarding the preferred alternative alignment presented at the meeting and any elements necessary for their support.

There was consensus among members in support of the alignment presented. In response to the preferred alternative presented, members said they were “ok”, “good”, “supportive”, “willing”,

“comfortable”, “happy”, “fine”, and “support the majority”. Many members also voiced caveats to their support of the alignment. Jason Longsdorf was able to respond to each caveat and when it would be pursued - during the EA phase, design phase or in the future. The following is a list of caveats mentions and when they would be addressed:

Address during the EA Phase:

- Include references to the Baker Neighborhood Plan, specifically regarding the “linear park” with bike/pedestrian lanes (multiuse/greenway) trail with separation from the adjacent roadway, along Acoma north of Cherokee development. The EA will reference the Baker Neighborhood plan
- Assess Exposition extension swerve for RTD access
- Replace parking taken for the Exposition extension and trade land on the west side of Acoma for parking/land lost for Exposition extension.. This mitigation will be addressed during the development of the EA.

Address during the Design Phase:

- Add a jersey barrier along the sidewalk on the east side of Broadway from Ohio to Kentucky to protect pedestrians from traffic
- Reverse the two-way stop at Grant and Ohio (traffic on Grant stops to allow free flow on Ohio)
- Square the southeast corner of Lincoln and Ohio
- Add traffic calming elements on Mississippi (pavement treatments) but not a stop light
- Retain the signal at Broadway and Center
- Add pedestrian warning lights for the Ohio/on-ramp cross walk
- Ensure streetscaping is in alignment with local improvement plans
- Pursue more functional and attractive pedestrian crossings east/west to encourage not inhibit bike/pedestrians potential of the TOD (at Ohio, Tennessee and Mississippi) or acknowledge that the project did not meet expectations for transit oriented development
- Revisit the existing northbound Broadway to southbound I-25 onramp. If it is possible to fit the ramp in, it will be included
- Revisit implementation of four-way stops at Lincoln, Sherman, and Grant along Arizona
- Consider traffic calming measures on Mississippi, Lincoln, Sherman and Grant. Possible measures include speed tables, and raised intersection to divide higher density areas
- Add signage for those traveling east or north toward the intersection of Mississippi & Santa Fe to direct them to access I-25 via the Santa Fe interchange. This would help stop this traffic from using Buchtel. (Specific issues with regard to Buchtel will be addressed in a future project on Buchtel improvements.)
- Increase the northbound I-25 radius to allow for 25 miles per hours. If lengthening the radius requires eliminating the pedestrian crossing or more property takings, it is more likely to remain 24 mph.

Address in the Future/not part of this Project:

- Add a signal or zebra striping at Ohio and Logan
- Add sound-walls on the northeast edge of the I-25 bridge over Broadway. This should be address by the Valley Highway EIS

- Allow for other access points along Broadway. Anyone may request additional private access along Broadway; the City would have to assess the request

Comments

Several members also made additional comments that did not block consensus. These comments were not discussed by the Consensus Committee.

- The trigger should include a time limit for removing parking, for example three years to remove parking lanes
- The redevelopment of the Broadway/I-25 area was conducted in a piece-meal fashion (two separate NEPA processes and a separate planning process). This was a lost opportunity to create a better human environment
- Is it fair to push traffic impacts onto Exposition by closing Ohio to northbound I-25; during this project we have tried not to push traffic onto other areas, why do that with this closure

Question – Will there be public comment on design?

Answer – Yes, there will be a public meeting in October on the EA. The EA is expected to complete 30% of the design elements. The remaining 70% will be addressed during the design phase the results of which will be available for public comment.

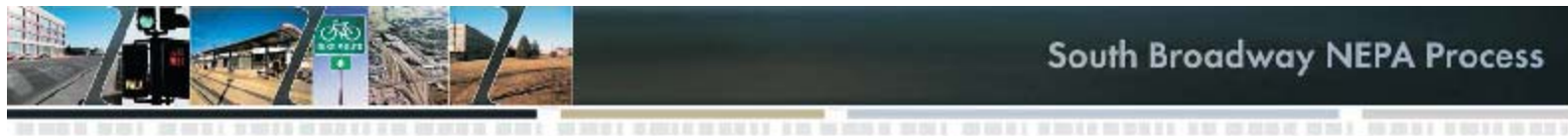
Public Comment

None

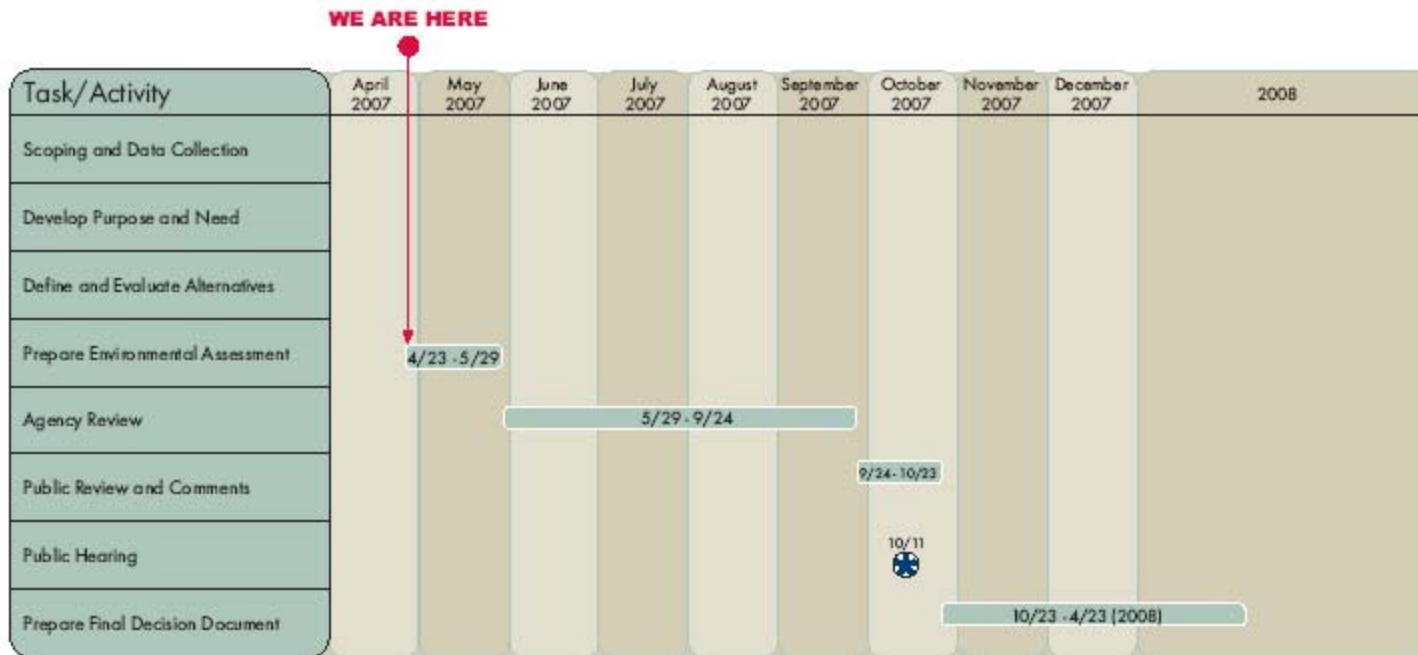
Next Meeting

May 17th - Debrief meeting

Environmental Assessment Schedule – *see next page*



Environmental Assessment Process



APPENDIX A

Consensus Committee Members and Alternates in Attendance:

Jim Carlson, West University Community Association
Warren Cohen, Denver Design Center
Max Cohen, Denver Design Center
Lee Cryer, Regional Transportation District
Karen Cuthbertson, Athmar, InterNeighborhood Association
Katie Fisher, West University Community Association
Tony Gengaro, Broadway Partnership
Steve Harley, Baker Historic Neighborhood Association
Jim Jones, West Washington Park Neighborhood Association
Steve Kaplan, Lionstone
Donna Krentz, Platt Park Residents' Coalition
Gloria LeFree, West Washington Park Neighborhood Association
Jason Longsdorf, Denver Public Works
Joan Loughridge, Broadway Revitalization District
Jack Unruh, Overland Park Neighborhood Association
Kirk Webb, Colorado Department of Transportation
Rick Wells, Cherokee Redevelopment
Sharon Withers, (for Jim Lindberg) Platt Park People's Association

In Attendance:

James Allen, resident
Charles Angelucci, resident
Tony DeVito, Colorado Department of Transportation
Jim Frank, Denver Design Center
Patricia Leslie, University of Denver
Jay McGee, effected property owner
Bruce O'Donnell, Starboard Realty (Denver Design Center)
Paul Ryan, Lionstone
Dan Wilhelm, Broadway Marketplace

Project Team in Attendance:

Mike Gill, Carter & Burgess
Scott Jones, Carter & Burgess
Brendon Harrington, Urban Trans
Caryn Wenzara, City and County of Denver
Amy Schiller, City and County of Denver

Facilitation:

Jody Erikson, The Keystone Center