



South Broadway NEPA Process
RESPONSE TO COMMENTS - LEVEL 3A ALTERNATIVES / SCREENING
July 18, 2006

Comment No	Commenter	Comment	Response to Comment
1	Overland Neighborhood Association	The hybrid draft 3B called Broadway Widening (3BBW) is the alternative nearest to acceptability for us (as well as most other RNO's, it seemed).	Comment noted.
2	Overland Neighborhood Association	The Wedge Ramp concept is desirable to feed evening rush hour onto I-25, but I'd suggest narrowing it to one lane as it drops toward the Interstate grade and adding a one lane ramp from northbound Broadway, similar to the current arrangement; signalizing the entrances from these two feeders could balance the higher demand at evening rush (e.g. two or three Wedge Ramp vehicles to one from northbound, letting them self-level in the collector lanes before entering the highway); this seems more direct and reasonable than a convoluted left turn from northbound winding around within the Cherokee real estate and joining the Wedge; modeling might show that north Broadway to southbound 25 demand would cause backups due to the shorter ramp (vs. The Wedge and this relates to comment 3).	During the Level 3B evaluation, we will be further refining all of the alternatives to improve their operations and constructability, and to more clearly define their potential effects. Our traffic modeling will help us to identify traffic operational characteristics of the Wedge Ramp alternative. We clearly heard this comment at the CC meeting and will address it in the screening.
3	Overland Neighborhood Association	The layout shown in 3B BW being about right, although I had wanted to say that four lanes down to two southbound on Broadway was headed for congest-o-rama; in other words, the northbound B'way to southbound 25 backup would be tolerable with three other lanes NB and egress from the developments fed in at the Tennessee signal.	In the Level 3B screening, our traffic modeling will indicate anticipated congestion levels at the termini (tie-backs to Broadway) for all alternatives. In addition, the model will indicate impacts to speeds and effects of mode splits. This information will be used in the evaluation of the alternatives and the screening process.
4	Overland Neighborhood Association	I agree with others that the most successful pedestrian crossing of B'way is probably at grade; I spent the long weekend in Chicago walking the "magnificent mile" at times of peak pedestrian use - no one died; lights were generous to even chair users but were timed for vehicles...just at lower speeds; this is one reason I now feel the squeeze-down from four to two lanes might make sense if lane capacity at the developments is balanced by a slower pace for ped/car coexistence and turning and merging that the layout implies; I recall the CHP doing a test when the 55 mph speed limit was being sold to the public - Grand Junction to Denver, one driver ignoring the speed limit and flat out, and the other doing 55...I think the travel time difference was under half an hour; so, if the South Broadway Plan still means anything and medians and bump-outs are in the offing and traffic is in fact calmed to the point that the street is walkable, shucks, this could work! Meaning that the DRCOG modeling of this project should assume gradual gains by pedestrian orientation in terms of vehicle speeds and through put, along with increasing vehicular demands as the years drift by.	In the Level 3B screening, our traffic modeling will indicate anticipated congestion levels at the termini (tie-backs to Broadway) for all alternatives. In addition, the model will indicate impacts to speeds and effects of mode splits. This information will be used in the evaluation of the alternatives and the screening process.
5	Overland Neighborhood Association	One reason a right to SB 25 from NB b'way may not have been shown is conflicts with bus stops; it's unclear what B'way buses are doing in the aerial overlay and this might be a good thing to spell out; I don't think backups from the aforementioned ramp are that different than other dedicated right lane challenges to bus stops (e.g. The right only lane SB at Mississippi); if bus stops have not been thought through we could be getting close to the time to look at this in light of integrated solutions rather than retrofits after design approval.	We are working with RTD re: bus service needs in the area and will identify specific bus stop locations in the Preferred Alternative.
6	Overland Neighborhood Association	It's not our neighborhood and so we're dispassionate, but I'd recommend the proposed Mississippi bridge be built as shown and simply closed to vehicular traffic in the short term (other than emergency vehicles); there is clearly a destination Pearl Street neighborhood center that may soon be stimulated to the point that traffic over the highway (no one's front yard) is preferable to the access to Cherokee / Lionstone / LRT are desirable; which brings up extending the bike/ped improvements on Mississippi across the river to the Left Bank Greenway users actually want to get to.	Comment noted. A Mississippi ped/bike bridge across I-25 will be further evaluated in the Level 3B screening.
7	Overland Neighborhood Association	LRT parking under the highway makes sense but should there be additional structured parking? And should there be a NB I-25 exit directly to the station? Admittedly, SE Corridor Park-and-Rides may siphon off enough demand to make the hassle on Ohio & Lincoln good enough; I've missed more info than I should have, but has there been discussion of a collector shuttle like Englewood's Art Bus serving the Cherokee / Lionstone communities? The south of Mississippi reaches of the development are getting pretty far from TOD range without one.	We are working with RTD to identify future parking needs at the Broadway Station. A NB I-25 exit directly to the park-n Ride (suggestion #71) was screened in the Level 1 evaluation because of non-constructability (vertical geometry). In the TSM strategies, employer programs are identified to provide employees with various benefits and incentives to encourage non-auto access. An RTD operated shuttle providing access between the redevelopments and transit could also be considered.

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8	Overland Neighborhood Association	As alternatives are chosen I'd like to see fine-grained design of bike/ped where it interfaces with the major intersections and regarding ideas like the Buchtel path - just as medians provide stragglers with a crossing safety zone, staging area where pedestrians and bikes pile up between lights seem desirable: all having to do with different modes operating at different speeds coexisting in a built environment that acknowledges what actually happens (as a Greenway walker I risk my left elbow daily to the Spandex commuter crowd - it's a jungle out there at any speed).	We will be performing more detailed bike/ped/intersection crossing designs and design of ped/bike amenities in the definition of the Preferred Alternative.
9	Overland Neighborhood Association	"Maximizing transit" is a good idea even if it is not the title of a 3BBW alternative - the trade off between express service from collector stations and true LRT local service (as Denver once had) is analogous to the one between Santa Fe expressway commuter throughput and dispersed calmed traffic on Broadway; since a part of the trending through the NEPA process has run toward recognizing (I think) that living with the throughput limitation we have in terms of Broadway, maybe the 3B synthesis can look again at incorporating transit into the plan.	The "maximizing transit" suggestions that have passed the screenings to date will be included in the repackaged alternative for the Level 3B screening.
10	Overland Neighborhood Association	Finally, while I think this NEPA process has been genuinely inclusive and responsive enough to escape the charge of "kangaroo focus group" there is some risk in the end game - for the June 3B rollout, I'd show matrices and aerial overlays of discarded alternatives to emphasize the Evaluation Criteria; some digest of what the NEPA process would also be useful; I am conscious that these final alternatives will be synthesized and presented to the public without consensus from the Consensus Committee - I trust they'll not only be brilliant but somehow familiar.	The project schedule is to have consensus from the Consensus Committee on the alternatives prior to the project Public Meeting.
1	West Washington Park Neighborhood Association	We will reiterate that we would like to see an interchange built that could accommodate the flow of traffic between I-25 and Broadway/Lincoln. Along with this we would like to see accessible, friendly, and safe pedestrian and bicycle access to the Broadway light rail station, including safer cross walks and better lighting to increase safety for pedestrians. It is currently very dangerous to cross Lincoln/Broadway at Ohio or Exposition to walk to the rail station.	During the Level 3B evaluation, we will be further refining alternatives to improve their operations and constructability, and to more clearly define their potential effects. The Level 3B screening criteria includes measures that specifically address the concerns you've raised.
2	West Washington Park Neighborhood Association	We are very supportive of the "Wedge Ramp" which would grade separate southbound Broadway to southbound I-25 traffic from the street. We urge further public input and reserve the right to comment again as the final NEPA design is merged with the interchange design for the Valley Highway Project. Additionally, we prefer the traffic movement from north bound Broadway to south bound I-25 at Kentucky be retained.	Support of the "Wedge Ramp" is noted. We are presently coordinating with CDOT re: process to merge the interchange designs of the South Broadway NEPA and VHEIS projects. During this, we will continue to provide opportunities for public input and comment. We have redesigned the Wedge Ramp to include the NB Broadway to SB I-25 movement, albeit not at Kentucky.
3	West Washington Park Neighborhood Association	We urge that a collector/distributor lane be added to the Broadway Viaduct in each direction between Broadway and Santa Fe. These lanes would provide another east/west corridor between the Cherokee-Lionstone developments and areas on the west side of the rail tracks, plus help reduce the slowing of traffic on I-25 through this area.	Although previously screened in Level 2 for not addressing South Broadway peak period congestion within the project termini as well as other suggestions, we will seek to not preclude this opportunity in the future design of the Wedge Ramp.
4	West Washington Park Neighborhood Association	Lastly we would like improvements to the off-ramp from northbound I-25 to Lincoln/Broadway to ensure that traffic flow is regulated and can no longer free-flow into our neighborhood via Ohio Street.	We will be performing more detailed intersection designs in the definition of the Preferred Alternative, including movement onto Ohio from NB I-25 to Lincoln/Broadway.
5	West Washington Park Neighborhood Association	We clearly understand that we are proximate to or have within our boundaries several heavily traveled commuter corridors, including I-25 and Broadway/Lincoln. Over the years we have come to understand the impacts to our local streets when these corridors overload or jam. We understand that CDOT and FHWA maintain a goal to keep the traffic on I-25 flowing. We share this goal. Further, the City and County of Denver maintain a goal to keep Alameda, Broadway/Lincoln, and Santa Fe/Kalamath flowing. We also share these goals. When traffic flows well on the commuter corridors, our neighborhood is spared the cut-through traffic, which damages our lifestyle and livability.	Comment noted.
6	West Washington Park Neighborhood Association	We support Platt Park's opposition to a couplet and the Broadway Boulevard concept. At this time we make no further comment for specific designs for Broadway south of I-25, other than we prefer keeping the area friendly to pedestrians, bicycles and local businesses. We urge Denver Public Works to select a design that will accommodate the expected traffic flow.	We have noted Consensus Committee concerns re: the Broadway/Acoma couplet and the Multi-way Boulevard alternatives. These concerns will be considered in the Level 3B screening. The Preferred Alternative identified will accommodate the expected traffic flow on South Broadway within the project termini.
7	West Washington Park Neighborhood Association	We vehemently oppose the construction of any bridge connecting Mississippi across I-25.	Comment noted.

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8	West Washington Park Neighborhood Association	Further, we object to any widening of Mississippi east of Broadway, and urge that this street is made pedestrian and bicycle friendly and as narrow as still permits adequate traffic flow. At the intersection where Mississippi terminates an Logan and Buchtel, we would like to see, on Mississippi, on west bound lane, one turn lane to northbound Logan, one through lane onto Buchtel, and only if necessary, one turn lane to southbound Logan.	We will evaluate the design along Mississippi as we get traffic model data and better understand how to best accommodate vehicular and ped/bike movements in the area. We will seek to minimize any additional ROW requirements.
9	West Washington Park Neighborhood Association	We take no position on modifications to Mississippi west of Broadway, rather we would like the opportunity to once again interact wit both Denver Public Works and CDOT as the developments are built out to see what improvements may be required.	Comment noted.
A	Platt Park People's Association	As a neighborhood, we have consistently supported solutions and alternatives that we believe meet the NEPA purpose and need statements and are consistent wit the goals of the out neighborhood and the city of Denver. Our goals include enhancing pedestrian connections to and from the light rail station, enhancing pedestrian connections to and through the new developments at the Gates factory site, fostering the development of a much more pedestrain-friendly environment along Broadway, and discouraging cut-through traffic in adjacent neighborhoods, including Platt Park.	It is our intent that the overall suggestions contained in the pedestrian/bicycle overlay, combined with more detailed design in the definition of the Preferred Alternative, will address the interests listed.
1	Platt Park People's Association	As we have expressed at recent meetings, we strongly support the "wedge ramp" alternative, which directly addresses the most significant traffic congestion issue at this interchange. We believe that there may be one or two options for how to design this ramp, including the idea of making it one-lane until it crosses Broadway, so that a second lane could join it carrying traffic from northbound Broadway to southbound I-25. Accommodating that movement (northbound Broadway to southbound I-25) is important to achieve, if possible.	During the Level 3B evaluation, we will be further refining the alternatives to improve their operations and constructability, and to more clearly define their potential effects. Our traffic modeling will help us to identify traffic operational characteristics of the Wedge Ramp alternative. We clearly heard this comment from the consensus Committee and will address it in the screening.
2	Platt Park People's Association	We strongly oppose both of the proposed couplet alternatives - either Broadway and Acoma or Broadway and Lincoln. Each of these designs creates at least as many problems as it attempts to solve. Neither solves the primary congestion issues at the interchange. Both couplets are detrimental to the Transit-Oriented Developments in Denver.	The Broadway/Lincoln couplet was alternative was screened-out during the Level 3A screening. We have noted your concerns about the Broadway/Acoma couplet and will address them in the Level 3B screening. Please note that the Wedge Ramp has been included in all of the alternatives to address congestion at the interchange.
3	Platt Park People's Association	We also strongly oppose the "Broadway Boulevard" concept. This alternative does little to address congestion and merely forces traffic into new and awkward patterns for two or three blocks. It also creates a much wider Broadway traffic corridor in exactly the wrong place - between two of the largest Transit Oriented Developments in Denver. While this boulevard concept may have merit elsewhere in Denver, it is the wrong solution for this site.	We have noted your concerns about the (Multi-Way) Boulevard alternative and will address them in the Level 3B screening. Again, the Wedge Ramp has been included in this alternative to address congestion at the interchange.
4	Platt Park People's Association	We oppose the construction of pedestrian or bicycle bridges over Broadway, or any other street. As the experience in downtown Denver and many other locations has shown, separating cars and pedestrians in this way rarely creates the kind of vibrant, pedestrian-oriented environment that has been envisioned for South Broadway.	Comment noted.
5	Platt Park People's Association	We also believe it is unnecessary and detrimental to the goals of the neighborhood to widen Mississippi east of Broadway. Instead, we urge that this street is made pedestrian friendly, with traffic-calming measures, and minimal number of lanes.	We will evaluate the design along Mississippi east of Broadway as we get traffic model data and better understand how to best accommodate vehicular and ped/bike movements in the area.
6	Platt Park People's Association	We strongly oppose any bridge at Mississippi over I-25.	Comment noted.
7	Platt Park People's Association	If practical, we support the addition of a collector/distributor lane over the Broadway viaduct in each direction between Broadway and Santa Fe.	Although previously screened in Level 2 for not addressing South Broadway peak period congestion within the project termini as well as other suggestions, we will seek to not preclude this opportunity in the future design of the Wedge Ramp.
8	Platt Park People's Association	We look forward to additional discussions with the Consensus Committee and the general public in the coming month. We of course remain open to further discussion and new information, so our comments at this time are not final. Nonetheless, we hope you find it helpful to see our current views in writing.	We will continue to provide opportunities for public comment and input to the definition of the Preferred Alternative.

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1	Regional Transportation District †	The Acoma Street connection from Exposition Ave. to our transit facility is a concern. Public vehicular access to the facility's bus operations/bays is not acceptable. This movement/connection would have to be bus only, south of I-25, until such time that the facility is reconfigured and Acoma Street is completed through Cherokee's development and RTD's possible redevelopment. This appears to be a phasing issue.	The revised alternatives drawings (dated June 9) show separation of auto and bus traffic along Exposition/Acoma. Signing will be necessary to indicate this separation. In order to accommodate future reconfiguration of the bus operations, alternatives will show bus access from both Acoma along/under the Broadway ramp and straight to the LRT platforms as options. If the latter option is selected, add note indicating need to reconfigure the saw tooth bus bays.
2	Regional Transportation District †	The Broadway Widening alternative is recommended as the preferred choice. Two (2) full movement access intersection to the RTD site are required, with a current preference for Kentucky being one of them.	We will show at least two access points to the Broadway/I-25 station, with your preference for Kentucky being one of them noted.
3	Regional Transportation District †	The multi-way boulevard alternative does not appear preferable because the turning movements require early anticipation from vehicles to negotiate into the outside "turning" lanes. This may be challenging to drivers not familiar with the area and could create safety hazards.	In the Level 3B screening, we will evaluate each alternative for driver expectancy and accepted safety standards.
4	Regional Transportation District †	Exposition between Broadway and Lincoln should be widened to accommodate NB bus/BRT service.	We will look at this need in the definition of the Preferred Alternative.
5	Regional Transportation District †	Recommend adding symbols to the exhibits showing full-movement intersections and those with limited movement. It is assumed that the full movement intersections will be signalized. The limited movement (R/I, R/O) intersection(s) should be clearly identified. The proposed Broadway intersections that should explicitly show limited or full-movement include Exposition (at Lincoln also), Ohio, SB I-25 off-ramp, Kentucky, Tennessee, Mississippi, Arizona and any located further south that would be included with the alternative proposals.	Comment noted.
6	Regional Transportation District †	Pedestrian access/movements at Broadway and Ohio need better definition. For other locations, either grade separated, at-grade with appropriate mid-crossing safe zone pedestrian islands, or both are supported. Pedestrian movements near grade separated crossing may choose to avoid inconvenient structure access points and instead cross Broadway at grade.	We will perform detailed bike/ped intersection crossing designs and design of bike/ped amenities in the definition of the Preferred Alternative, particularly at Ohio. We will evaluate grade-separated pedestrian crossings at key intersections in the Level 3B screening.
7	Regional Transportation District †	Recommend plotting the LRT vertical profile alignment on the wedge ramp road profile. The interface between LRT and wedge ramp may pose design and constructability challenges.	We will investigate this profile alignment in detail in the Level 3B screening.
8	Regional Transportation District †	Multi-way Boulevard - the two NB/SB outside travel lanes appear to be 9' wide. Although not a preferred alternative, if this moves forward, the lanes should be 11' min measured from face of gutter.	These lanes are shown as 11-foot width in cross section.
9	Regional Transportation District †	Show access from Broadway (or other) to RTD's parking located between the wedge ramp and Broadway. Show the pedestrian movement from this parking area to the transit station and operations area.	Access to the parking located between the wedge ramp and Broadway from Broadway is presently indicated from Kentucky to the south and Exposition to the north. We will design bike/ped connections to the transit station through the operations area in the Preferred Alternative.
10	Regional Transportation District †	The couplet and multi-way boulevard alternatives are not recommended. Also they do not show impacts to the building north of I-25 along NB Broadway.	Comment noted. We will assess impacts to the building in the Level 3B screening.
11	Regional Transportation District †	All alternatives should be coordinated with CDOT's Valley Highway EIS.	We are presently coordinating with CDOT re: process to coordinate the interchange designs of the South Broadway NEPA and VHEIS projects.
12	Regional Transportation District †	In all cases, RTD parking capacity must be "made whole".	Comment noted. It is our intent to make RTD's parking at the Braodway/I-25 station "whole" (1,100 spaces).

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13	Regional Transportation District ††	The three alternatives that were presented at the consensus committee meeting held on 6/15/06 do not work with RTD's existing bus transit facility. The Acoma Street connection to the Cherokee development would require significant modification to RTD's facility. This modification should be shown or relocation concepts for RTD's site should be developed. The Acoma Street connection within the development should be shown. It will not be possible to make the roadway connection and continue operations at RTD's existing site. The apparent lanes dedicated for bus traffic only (i.e. "proposed transit improvements") may work on an interim basis. Buses would need to access the transit facility from two locations (i.e. Exposition and Kentucky).	See responses to RTD comments number 1 and 2 'above.'
14	Regional Transportation District ††	We are concerned that proposed roadways under RTD's LRT structure at Broadway may not work with existing structural elements (piers and abutments) and may not provide adequate vertical clearance. We recommend further evaluation to confirm that these concepts are feasible. Acoma Street within Cherokee appears to be the most challenging.	None of the alternatives require roads under the LRT structure at Broadway. Proposed streets in the Cherokee redevelopment may cross under the structure, however.
15	Regional Transportation District ††	RTD's existing parking capacity must be maintained. Any spaces/areas lost to new roadways and/or appurtenances must be replaced. The current number of spaces is approximately 1,100, and projected counts with the Cherokee development are approximately 1,500 spaces.	See response to RTD comment number 12 'above.'
16	Regional Transportation District ††	The location of the northernmost parking garage is beyond the limits of the previously approved Cherokee/RTD/City GDP. Under what development or process would this structure be built?	This structure could be cooperatively developed with local property owners or developers to accommodate both RTD and local business needs.
17	Regional Transportation District ††	The number of parking spaces shown at the parking garages should be checked to confirm total amounts.	In the Preferred Alternative, we will indicate total number of parking spaces, RTD-designated spaces, and more specific dimensions of the parking garages proposed.
1	Broadway Area Revitalization District	With regard to anything for consideration having been left out, this is not a specifically numbered item. I am concerned that parking on both sides of Broadway, as is part of the So. Broadway Corridor Plan, does not seem to be addressed or drawn into any of the alternatives. Sufficient parking for all of Broadway is a major concern, not only for the merchants, but also for the neighborhoods. If asked, I'm sure that the neighborhoods would say that having Broadway traffic parking in the neighborhoods would run a very close second to cut-throughs, as a major concern.	The Level 3 screening criteria I – Impact to Existing Businesses includes the quantitative measure of the loss of existing parking spaces (on- and off-street) for businesses along Broadway. This will be an important consideration in the Level 3B screening. Please note that the Multi-Way Boulevard is the only alternative that provides an opportunity to re-establish parking along Broadway where it is presently prohibited.
2	Broadway Area Revitalization District	I also wanted to forward a thought with regard to the multi-lane boulevard. If we acknowledge that the efficient merger of the additional lanes into 2 lanes south of Arizona is a condition for the success of this alternative helping the load of traffic on Broadway, I don't think it would rate as highly as was proposed. Whether it relies on some street signaling or the "considerate" nature of fellow drivers to effect the merge, backups will be created. During rush hour, those backups could easily go to Mississippi and, possibly, further north. At peak times, it would seem to merit no more than a 1/4 of the evaluation circle, as it could create as many problems in an area as it would alleviate in others.	During Level 3B evaluation, our traffic modeling will help us to further identify the traffic operational characteristics of the Multi-Way Boulevard alternative, particularly during the peak hours at both termini, including Arizona to the south.
1	South Washington Park Neighborhood Association	The south end of West Washington Park would like to "chime" in with the strong opinion of "NO" Mississippi bridge crossing over I-25. We already have the I-25 off ramps traffic volumes and the future traffic volumes from increased developments of Gates/Cherokee on Louisiana, Emerson, Washington and Logan bridges. This neighborhood already has enough traffic of all kinds and to add another path will only cut into our single family neighborhood even more. As simple as it sounds today, as a bike and pedestrian bridge, the potential for the engineers to design the bridge for car traffic is probable. Evolution may take over and we would have another car bridge. We say no more cut through traffic - keep them on the main collectors and arterials.	Comment noted.

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2	South Washington Park Neighborhood Association	We would like the City & County of Denver to continually explore the use of S. Santa Fe and S. Kalamath as alternative ways to get folks where they want to go and elevate the need to go through West Washington Park.	The purpose of the South Broadway NEPA project is to create a South Broadway corridor that provides safe and efficient mobility for all modes (pedestrian, bicycle, transit, and automobile). Per NEPA, the transportation improvements must be able to be planned and constructed as an independent component of the overall roadway corridor and as a separate action from all other reasonably foreseeable transportation projects in the area. The South Broadway NEPA project improvements will focus on the project study area located within the area bounded by Exposition (north), Arizona (south), the west side of the Consolidated Mainline Railroad (CML) (west), and the center line of I-25 (east). S. Santa Fe and S. Kalamath are outside of the project study area.
1	Platt Peak Residents Coalition	I noted the project team did not remix the 7 remaining suggestions as promised during the April 2006. Rather the project team went through another type of elimination step to yield now only 4 alternatives. We would like to see a re-mix of 4 alternatives with the "suggestions not used". Any of the e4 alternatives by themselves will not solve the traffic problem.	With the Consensus Committee, the project team is repackaging the alternatives to incorporate best of the screened suggestions – both those already included in previous alternatives and those on the "Suggestions Not Used" list – to identify alternatives that accommodate the project Purpose and Need and evaluation criteria. The process is to continually refine the alternatives – mixing and matching the best suggestions and discarding those that are less effective in order to narrow the list of alternatives to the one that best meets the project Purpose and Need and evaluation criteria as the Preferred Alternative. This is the process we have described throughout the project.
2	Platt Peak Residents Coalition	I compared the April 14, 2006 available suggestions to the May 18 available suggestions. These lists are very different from each other. A number of April 14 available suggestions are missing from the May 18 list and that should have been carried forward (i.e. #1 suggestion from April is missing from the May list). Am I missing a "Disposition List from May 18th?"	An updated master list of suggestions (dated June 6, 2006) indicating all available and disposed suggestions is posted on the project web site www.denvergov.org/broadwaynepa/ .
3	Platt Peak Residents Coalition	A NB to SB I-25 on-ramp needs to be included in the final solution for the very same reason that Jason provided to me as to why the Broadway I-25 ramps could not be entirely closed to decrease the traffic on Broadway. Jason stated if the Broadway ramps were closed the traffic will just go somewhere else to gain access to/from the Interstate.	As result of the Level 3A screening and direction from the Consensus Committee, we have redesigned the Wedge Ramp to include the NB Broadway to SB I-25 movement within the interchange.
4	Platt Peak Residents Coalition	At first we thought it would be OK not to eliminate the NB to SB I25 on-ramp, but I spoke w/Jason several weeks ago and reneged on these initial impressions. Without this ramp, the remaining 88% of Cherokee and Lionstone residents not taking LRT (only 12% rider ship expected) will cut through the residential streets to access the on ramps further south along Buchtel. The population for these developments will nearly equal the entire current population of Platt Park (~5000) In addition, future ramp seekers would create traffic jamming along Buchtel with vehicles exiting the SB I25 off ramp at Washington St.	Comment noted.
5	Platt Peak Residents Coalition	We are concerned there is not enough focus on preventing cut-through traffic, especially between Mississippi and Louisiana, and also Iowa and Louisiana. The only way we see to remedy this concern is having restrictive turning on Mississippi (either by signage or cement medians), and possible on AZ or LA streets. Also I submitted the suggestion months ago to place 4-way stop signs throughout northern Platt Park to discourage cut through traffic and encourage traffic calming on the residential streets, and have not seen this in any of the subsequent materials. Please have Jason add 4-way stops as a suggestion to prevent cut-through traffic.	During the Level 3B evaluation, we will be further refining all of the alternatives to improve their operations and to more clearly define their potential effects, including the potential for increased cut-through traffic in the neighborhoods. Our traffic modeling will help us to identify where we may need to include additional local traffic measures (calming, restricted turns, medians, etc.) as mitigation measures addressing that potential.
6	Platt Peak Residents Coalition	Many of the ratings for the suggestions seem to be "best guesses" made by the project team rather than being based on quantitative examples from the past. How was it decided whether a solution was rated very good, good, fair, etc.? What is available to lend support that rating is accurate or not? We don't want to take ratings at face value since they are unsubstantiated without evidence of some kind. Without evidence to support the assigned ratings we do not necessarily agree w/the assigned ratings or the "summary" ratings.	The Level 3A evaluation ratings were based on quantitative data when available and expert professional judgment by the project team. We have mentioned previously our willingness to meet with committee members or groups to discuss the ratings and on June 30, 2006, Jason and Larry had a conference call with Donna Krentz and Patti Bennett to discuss these PPRC issues.
7	Platt Peak Residents Coalition	Once again I feel the city is trying to pigeon hole the final solution to what they would like to see because they are the ones assigning the ratings, and the CC members were not included in the rating assignments. The ratings assignments should have been another workshop like the one we had in January w/the CC members.	Comment noted. See response to comment 6.

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8	Platt Peak Residents Coalition	We disagree w/several of the "negative outcomes" displayed in the Notes column for alternative #119, #120 for where traffic would be shifted and/or whether this is good or bad. See criteria A, C, E - Unused Suggestions.	Comment noted. See response to comment 6.
1	VHEIS*	Clarification of the No-Action Alternative for the South Broadway process.	FHWA has confirmed use of the existing No-Action base as the VHEIS for the South Broadway process.
2	VHEIS*	CDOT is concerned about the lack of a NB Broadway to SB I-25 ramp in the interchange.	The wedge ramp interchange alternative has been modified to include this movement within the interchange by providing a left turn for the NB traffic at approximately Ohio to access the wedge ramp.
3	VHEIS*	All three South Broadway alternatives have the same interchange configuration. Has there been study of a range of interchange alternatives?	The South Broadway process has addressed a wide range of interchange configurations which have been screened at various levels. The wedge ramp being carried forward in all of the alternatives has been demonstrated to achieve the project purpose and need better than the other configurations.
4	VHEIS*	The South Broadway alternatives maintain the SB Broadway to NB I-25 access configuration. Is this a better configuration than a direct SB to NB access from the west side of Broadway?	In order to determine this, a comparison of the two configurations' operations and impacts will be conducted. Ongoing coordination amongst CDOT, the VHEIS team, and the South Broadway project team will be required to adequately assess the differences in these two configurations.
5	VHEIS*	Need to identify a means by which to compare the VHEIS preferred alternative and the South Broadway interchange configurations should the latter produce a different configuration than in the VHEIS.	Further discussion and coordination is needed to determine how this would be accomplished, but the agencies involved believe it possible to achieve.
1	FHWA/CDOT**	CDOT request that additional interchange analysis be performed to compare the operations of the VHEIS Preferred Alternative and the wedge ramp. Need to be able to show how the interchange alternatives relate as basis for any future changes to the VHEIS alternative.	We will perform the comparative analysis of the interchange alternatives during the Level 3B screening and report to FHWA and CDOT at a future coordination meeting. Interim discussions with the VHEIS may also continue to occur in this process.
2	FHWA/CDOT**	What is the auto access to the parking garage NW of Exposition extended?	Auto access to the garage is intended from new Acoma to preclude autos on the intended bus-only access road to the west.
3	FHWA/CDOT**	The SB Broadway to NB I-25 access is being re-built by CDOT as part of T-REX (it is a substandard design - 20 mph) and is also shown on the South Broadway alternatives. Is there opportunity to provide this movement from the west side of Broadway in the wedge ramp?	The SB left-turn movement from Broadway onto Ohio to access NB I-25 is a small portion of the overall traffic volume in the intersection. In the Level 3B screening, we will identify if the opportunity to provide this access from the wedge ramp for future development, if needed.
4	FHWA/CDOT**	See the VHEIS for resolution of the NB I-25 exit to EB Ohio movement to slow traffic into the neighborhood and make for safer ped/bike movements.	We will work with the neighbors (WWPNA) and develop a design for the intersection that uses the VHEIS concept or develops a new approach that resolves the auto/ped/bike conflicts.
5	FHWA/CDOT**	Should be no "free" right-turn from new SB I-25 off-Ramp to SB Broadway.	Comment noted.
6	FHWA/CDOT**	How will ROW widening be accommodated – along Broadway south of Mississippi and Mississippi east of Broadway? (Broadway Widening alternative).	We will seek to widen ROW, where needed, to least impact existing uses – presently, Broadway ROW south of Mississippi is shown widened to the east (Lionstone) and Mississippi ROW east of Broadway is shown widened to the north (Lionstone).
7	FHWA/CDOT**	With the Multi-Way alternative, a lot of driver education and signage will be required. Alternative provides opportunity for more curb-cuts along Broadway. Requires 5-phase signal at Mississippi intersection.	Comment noted.
8	FHWA/CDOT**	Significant out-of-direction travel for SB Broadway traffic to WB Mississippi which is a major turning movement.	The extent of the out-of-direction travel will be identified in the traffic modeling for the Level 3B screening.

South Broadway NEPA Process
RESPONSE TO COMMENTS - LEVEL 3A ALTERNATIVES / SCREENING
July 18, 2006

Comment No	Commenter	Comment	Response to Comment
9	FHWA/CDOT**	Did the screening include the "Texas U-turn" between Arizona and WB Mississippi?	The Texas U-turn was considered for this movement, but was not carried forward into the repackaged alternatives.
10	FHWA/CDOT**	Did the screening include a SB contra-flow lane along Broadway from Kentucky to the turn to WB Mississippi?	A contra-flow lane was considered, but was not carried forward into the repackaged alternatives.

† These comments received in email dated June 1, 2006.

†† These comments received in email dated June 21, 2006.

* These comments received at June 8, 2006 VHEIS/Project Team meeting.

** These comments received at June 12, 2006 FHWA/CDOT coordination meeting.

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