



**South Broadway NEPA Process
Consensus Committee Meeting
September 15, 2005
Meeting Summary**

Consensus Committee Members in Attendance:

Patti Bennett, Platt Park Residents Coalition
Warren Cohen, Cohen Capital
Lee Cryer, Regional Transportation District
Katie Fisher, W. University Community Assoc
Tony Gengaro, Broadway Property Owners
Karen Cuthbertson, Athmar Park Neighborhood Association and InterNeighborhood Corporation
Steve Harley, Baker Historic Neigh. Assoc
Jim Jones, W. Wash Park Neigh. Assoc.
Doug McKinnon, Lionstone Group
Jim Paulmeno, Colorado Department of Transportation
Jack Unruh, Overland Neigh. Assoc.
Jean Wallace, Federal Highway Administration
Rick Wells, Cherokee Redevelopment
Donna Krentz, Platt Park Resident's Coalition
Gloria LeFree, W. Wash Park Neigh. Assoc.
Jim Lindbergh, Platt Park People's Assoc.
Catherine Cox-Blair, City of Denver
Beth Wampler, Broadway Area Revitalization District

In Attendance:

Paul Ryan, The Kenney Group
Charlie Busch, W. Wash Park Neigh. Assoc.
David Callaghan, W. Wash Park Neigh. Assoc.
Max Cohen, Denver Design District
Felicia Hilton, City Council Dist. 7
Genevieve Hutchison, Regional Transportation District
Steve Kaplan, Kaplan Kirsch & Rockwell
Paul Moore, citizen
Robert Rynerson, Regional Transportation District

Project Team:

Larry Gibson, Carter and Burgess
Craig Gaskill, Carter and Burgess
Brendon Harrington, UrbanTrans
Gail Keeley, Hermsen Consultants
Darin Stavish, Carter and Burgess
Sierra Trujillo, The Keystone Center
Brian Welch, Fehr and Peers

Facilitation:

Caelan McGee, The Keystone Center
Jody Erikson, The Keystone Center



INTRODUCTION OF PROJECT TEAM MEMBERS

Gail Keeley, AICP, Hermsen Consultants - Gail Keeley's role in the project is analysis of historic properties. Gail will first identify properties eligible for, but not listed on the national register. Then her analysis will focus on possible effects of each alternative on historic properties.

Craig Gaskill, AICP, Carter & Burgess - Craig Gaskill's role in the project is managing the development and screening of alternatives. Craig's experience is in transportation engineering, planning and NEPA processes.

PROJECT UPDATE

Catherine Cox-Blair, City and County of Denver, explained that the delay this summer was due to contractual issues that have since been resolved. Catherine clarified that this transportation process cannot reopen, limit or change previous zoning decisions. Several CC members expressed their desire that the transportation commitment accommodate the density commitment; the transportation solution should have the capacity for expected traffic demands from higher density.

INTEREST MATRIX

The Matrix is a compilation of interests, communicated by agencies and the public, or issues to be addressed in any proposed transportation solution. The purpose is to provide a mechanism to track when, where and why/why not the interests are addressed or utilized in the process (not all interests will be used in the screening of alternatives). The matrix will be updated throughout the process, but will not guide the process. The version of the Matrix mailed out prior to and handed out at the meeting reflects changes submitted by CC members. Noted in red are questions raised that currently have no answer yet.

Action: The Keystone Center will develop a cover letter to accompany the matrix posted on the web to help those not closely involved in the process to understand its creation, use and purpose.

INITIAL REVIEW OF THE DRAFT PURPOSE & NEED STATEMENT AND PROJECT GOALS

The Committee reviewed the first drafts of the Purpose & Need Statement and the list of Goals for the South Broadway NEPA study. The purpose describes the transportation problem(s) to be solved; the "what" of the project. The needs describe how the transportation problem will be addressed; the "why" of the project. The goals describe how to best implement the most appropriate solution; the "how" of the project.

Action: CC members will send feedback and comments on the Purpose & Need Statement and Project Goals to Caelan McGee (cmcgee@keystone.org) by September 30, 2005.

ALTERNATIVE SCREENING PROCESS

The Committee reviewed the screening process/"Process Map" and a draft table showing the type and nature of information that will be used at each screening phase. The goal of the screening process is to provide comparative information on the major differences between alternative in order to make the best and informed decisions at each level of screening. Elements in an alternative may be carried forward (added to a different alternative) into the next phase of screening, even if the alternative is not. Most likely, two to three alternatives will remain for the most detailed level of screening, the extensive review in the NEPA document. The NEPA process is designed around the principles of transparent and open decision making and to the extent there are competing interests, the goal is to address as many interests as possible and clarify the reasoning for decisions.



TERMINI AND TRAFFIC NUMBERS

The information and analysis of existing traffic counts and future traffic forecasts/projections and recommended termini for the project traffic study area will be discussed at the October 20th meeting. The mention of traffic numbers sparked questions and comments from Committee members:

- *Question:* What numbers will be used for this study?
Answer: The project team will collect original traffic counts and data for this study, generating a new database of existing AM and PM peak hour turning movement counts for the study area.
- *Comment:* It is important to Committee members that the project team is explicit about the source of traffic data for the study and decision making.
- *Question:* Will traffic counts and models assume and include T-Rex and FasTracks improvements?

Answer: When traffic counts begin, many of the T-Rex on/off ramps will be in use, therefore they will be included. FasTracks affects mobility and will be built in as assumptions, but will not be a part of traffic counts.

Action: Provide CC member with trip generation standards for appropriate land uses;

PUBLIC COMMENT

No public comment was given by attendees.

DEVELOPMENT OF ALTERNATIVES

The Committee began development of alternatives by reviewing the concepts (options) on the South Broadway/I-25 intersection developed in the Valley Highway EIS and those for the Cherokee Redevelopment General Development Plan transportation studies. Elements of these concepts will be included in the South Broadway NEPA process in order to review a universe of alternatives, including previous concepts.

Questions arose regarding the relationship of the Valley Highway EIS outcomes with the South Broadway process. The City and County of Denver and CDOT have an agreement that the South Broadway NEPA process will take into account the outcome of the Valley Highway EIS. The two agencies will coordinate the findings of the two planning processes to use the best possible solution without precluding the opportunities of either plan. The Valley Highway EIS implementation is likely to be phased, with opportunities for integration of the South Broadway NEPA process recommendations. In other words, neither process “trumps” the other, but will be integrated as the processes unfold.

BRAINSTORM IDEAS AND ELEMENTS FOR ALTERNATIVES

The Committee then brainstormed elements of alternatives (captured as drawings on maps and as notes on flip charts):

- Provide an underpass from Ohio to Exposition for Lincoln
- Provide a tunnel for southbound Broadway to southbound I-25 onramp
- Remove northbound Broadway access to I-25, instead use collector lanes along I-25 and allow northbound travel to enter I-25 at Santa Fe
- Bury Broadway and Lincoln from north of Alameda to Mississippi or Arizona
 - o Develop pedestrian mall on top of buried structure
- Provide an interchange at Mississippi and Santa Fe that allows access to the redevelopments
 - o Similar in idea to Evans and Santa Fe (though with better design)
- Couple Broadway and Santa Fe, instead of Broadway and Lincoln all the way to Evans
- Include previous studies and concepts for Santa Fe
- Examine Cherokee Transportation study alternatives



- Improve southbound Broadway to southbound I-25 - use triangle of property between RTD lanes. Use a turn signal with dedicated turn lanes and adjust angle and approach of left hand turn.
- Examine opportunities to use Exposition as the most appropriate entrance into the RTD park and ride:
- Extend Ohio west to Santa Fe, avoiding Vanderbilt Park for both vehicular and pedestrian access
- Provide vehicle connection over/under the consolidated rail tracks to take advantage of a right turn on Santa Fe
 - o Currently two bicycle and pedestrian bridges are a part of Cherokee Redevelopment plans.
- Expand street network north of I-25. For example, Acoma or other N-S streets between I-25 and Alameda
- Provide alignments between Broadway and the rail line for dedicated bike lanes removed from traffic
- Make the current detour permanent that eliminates northbound Broadway-northbound I-25. Eliminate the existing Virginia “loop-around”
- Maintain left hand turns off of northbound Broadway at Kentucky into the I-25 & Broadway station.
- Improve east-west bike and pedestrian connections between Broadway and the Platte River paths.
- Examine use of existing linear footprint through the city of the consolidated mainline for potential to improve north-south mobility, possibly for bike and pedestrian travel.
- Examine possible adjustment of the RTD park and ride boundaries
- Build a subway for north-south transit travel in the Broadway corridor. Use pedestrian plaza near Park and Ride-Broadway-I-25 as a public space.
- Reconsider alignments and elements from Central Connector study.
- Identify upcoming east-west and north-south mobility needs, like the Mercy housing project at Alameda and Santa Fe (increased transit mobility will be critical for this development)
- Look for opportunities for increased north-south connectivity on east side of light rail near Broadway
- Develop satisfactory bicycle and pedestrian crossing at and near Alameda and Santa Fe.
- Improve bicycle/pedestrian traffic between Alameda and I-25 stations.
- Tunnel on the east and west sides of Broadway, two lanes each.
- Build controlled access and at-grade separation at Mississippi and Broadway.
- Use eastbound Mississippi to access southbound I-25. Remove existing southbound to southbound onramp.
- Eliminate the Broadway Lincoln couplet; reestablish two way traffic on both streets all the way into downtown
- Bury all rail from north of Alameda to Iowa. Build facilities/public spaces/development on top to finance.
- Build a buried auto expressway from Arizona to 5th Avenue. Reestablish two way traffic on Lincoln and Broadway
- Move northbound I-25 ramp to the west side of I-25, as per Valley Highway EIS
- Examine personal rapid transit (PRT)
- Develop better/more transit parking. Build and/or bury parking structures
- Examine how to improve pedestrian access across Broadway just north of I-25.
- Get people out of cars.
- North and south access from I-25 to Broadway is important for maintaining local business
- Utilize existing bridge across Mississippi through Cherokee site
- Reestablish Bannock...reconnecting at Virginia, out to Santa Fe, next to Home Depot
- Mitigate cut through traffic such as one ways that prevent turns into neighborhoods: cul de sacs, etc.



NEXT STEPS

September 30th – Comments on Purpose & Need, Project Goals, and Process Map to Caelan McGee, The Keystone Center

October 20th – Next CC Meeting, 6:00-9:00 (5:30 refreshments), Cameron Community Church. The meeting will address:

- Comments on Purpose & Need and Project Goals
- Universe of alternatives from brainstorm session
- Initial fatal flaw screening of the universe of alternatives
- Traffic numbers and project termini

November 2nd – Public Meeting #2, Lincoln Elementary School, 4:30 pm – 7:30 pm