

## **I-225 Public Meeting No. 2 Executive Summary** **March 12, 2008**

Since our initial Public Meeting that was held on November 7, 2007, the I-225 Corridor project team has worked to finalize the purpose and need for the project, evaluate and refine alternative alignments and address station locations for the corridor. During the past five months, the project team has met with, and presented to, numerous key stakeholders, businesses, property owners, elected officials, neighborhood and civic organizations to gather input and feedback on our evaluation of the alignment alternatives, station locations and screening criteria process. Continued coordination with City of Aurora and CDOT staff has allowed the project team to make refinements and present sound recommendations that are contextually sensitive to the citizens and future transit users of Aurora. Following is an executive summary that provides an overview of the input and feedback received from the Public Meeting held on March 12, 2008 at the Summit Event and Conference Center in Aurora.

### **What We Heard?**

Of the 135 participants who attended the March 12<sup>th</sup> Public Meeting, there were a total of 37 written and verbal comments received through various means; recorded by project team members during the open house and Q&A portions of the public meeting; online comments submitted at computer comment stations; written comment sheets submitted during the meeting or mailed/faxed afterward; and comments e-mailed to the project team or project e-mail address; and comments submitted online through the project website.

Of all the feedback received to date, the most common themes and concerns expressed by participants include:

- General agreement with the project team's alignment and station location recommendations. Specifically, an east side alignment from Parker to Exposition with stations at Iliff and Florida (moved from Exposition), the Ellsworth to Colfax alignment utilizing the existing 13<sup>th</sup> Avenue underpass with stations at Abilene and Colfax and a west side station location for the Peoria/Smith station.
- Need for adequate parking at all stations.
- General concern for traffic operations with light rail running on local streets and traffic impacts associated with access to station locations and the adjacent roadways, some of which are already congested.
- Concern for safe pedestrian and bicycle movements to and from stations and adjacent trails as well as a desire for secure storage lockers at stations. Need for all-weather stations to protect transit riders from the elements.
- A high level of enthusiasm for accelerating the project schedule where possible.
- Overall satisfaction for the project team's level of public involvement and community outreach since the project began.

### **Geographic Corridor Breakdown**

At the Public Meeting, the 10.5-mile corridor was divided into six distinct geographic sections. Aerial maps were used to identify the alternative alignment options, station locations and parking evaluated and recommended by the project team. Project representatives were positioned at each of the six tables to discuss the various scenarios and to answer participant's questions. Following is a summary of what the project representatives recorded during those conversations with meeting participants.

#### **Table No. 1 - Parker to Iliff**

- Support for transit alignment on the east side of I-225. Provides better integration with a park-n-Ride at Iliff.
- Southeast quadrant of Iliff interchange is best location for park-n-Ride due to potentially available land and because it provides better access with Blackhawk to the east.
- Need for adequate parking at the Iliff park-n-Ride. RTD needs to avoid overflow parking on local streets and adjacent business parking lots.
- Concern for safe pedestrian and bicycle accessibility to park-n-Ride. Requests for a pedestrian structure for safer pedestrian crossing from opposite side of I-225.

#### **Table No. 2 – Iliff to Exposition**

- Support for east side alignment.
- Concerned about left turns and through traffic movements on Abilene if reduced by one lane.

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## Environmental Evaluation and Preliminary Engineering



- General understanding and support to locate the Exposition station to Florida to provide access to Medical Center of Aurora.
- Need for adequate parking and concern for where parking will be provided at Florida.
- Pedestrian access to the Medical Center of Aurora from the east side of I-225 to the west is important.
- Pedestrian and vehicle safety along Abilene, particularly with a reduced lane on Abilene and at Florida.

### Table No. 3 – City Center

- General concerns for the light rail alignment along Exposition given adjacent buildings, particularly along the north side. Two additional alignments were suggested: 1) Abilene to Sable - align light rail to the north of Exposition behind businesses to avoid access impacts on Exposition; 2) Alignment adjustment deviating light rail north from Ellsworth just west of the multi-family complex and tying into Blackhawk Street.
- General understanding and support to locate the Exposition station to Florida.
- Need for adequate parking at stations; the 2nd Avenue/Abilene station was sited in particular.
- General concern for traffic operations along Sable with light rail, particularly at the Alameda intersection given the at-grade crossing. Suggestion to depress light rail and establish an underpass at Alameda.
- Concerns for accommodating pedestrian crossings on Sable at Centrepoint Drive. Current issues include pedestrians crossing at Sable Blvd. due to the bus transfer operation, making left turns onto Sable difficult.

### Table No. 4 – Abilene to Colfax

- Supportive of eliminating large bridge structure over I-225 and Colfax from the east to the west and general agreement with the realignment under 13th Ave. Concern for slow train operation from 13th to Colfax. Concerns for impacts to adjacent properties along Potomac and at intersection of Colfax/Potomac/ Fitzsimons Pkwy, especially the new shopping center on the southeast corner.
- General support for station over Colfax with pedestrian access from the north and south.
- Support for no parking at Colfax Station and interest in the possibility of parking at 13th. Parking at Colfax was cited as causing impacts to the Anschutz/Fitzsimons campus. Need for adequate parking at all other stations cited along with consideration for overflow parking impacts affecting adjacent neighborhoods.
- Pedestrian and bike access to the stations. Maintaining existing pedestrian and bike trails (13th Ave, Toll Gate Creek, Highline Canal).
- Concern that the passengers waiting at the station would be exposed to the weather.

### Table No. 5 – Montview

- Alignment through the Fitzsimons campus could adversely impact major traffic routes into the Fitzsimons campus. Suggested grade separation at Fitzsimons Pkwy/17th Place (future new interchange access) and at the Fitzsimons Pkwy/Peoria Street intersection.
- General support for Montview station location. Concern that it would be too distant from the major hospital facilities, particularly for elderly patients and parents with children. Request that circulator service on Fitzsimons campus provide a good link with the Montview Station.
- Request that noise and vibration along the Montview alignment be adequately examined and addressed.

### Table No. 6 – Peoria

- Opposition to the Peoria alignment due to property/business impacts on either side. Suggested an alternative alignment that follows along Toll Creek west of Peoria behind industrial area up to Peoria/Smith Station.
- Station location on the west side of Peoria/Smith is okay. Opposition to re-routing Smith Road (i.e. Moline to 33rd Ave). Okay with minor re-routing of 50-100 feet to align two rail platforms. Consider pedestrian bridge in the north-south direction over the UPRR tracks to the Denver side of the tracks.
- Consider additional station between Montview and Peoria/Smith stations at or near Fitzsimons Parkway/MLK extension/26th Ave and Peoria.

Nearly all comments and feedback during Q&A and written comments received to date are consistent with the feedback recorded at the section tables described above. A full meeting summary, detailed public comments and public involvement activity report are available upon request.