



Appendix C: Public Involvement Information

1.0 PUBLIC INVOLVEMENT INFORMATION

The public involvement activities conducted as part of the E. 88th Avenue (I-76 NB Ramps to Highway 2) Environmental Assessment were designed to help identify and address concerns, issues, and changes in conditions in the E. 88th Avenue corridor that have led to congestion, traffic flow, and safety concerns, as well as lack of multimodal access throughout the study area. Activities included stakeholder interviews, a public open house, an online public meeting, five rounds of “block by block” meetings, an interactive project webpage on the City of Commerce City (Commerce City) website and online survey, social media, and community events. Input received from these outreach activities were considered, and when possible, incorporated into the project design.

1.1.1 Social and Political Risk Assessment with Stakeholder Interviews

At the onset of the environmental assessment process, the study team completed a social and political risk assessment comprising two parts: a media analysis and stakeholder interviews. The media analysis included review of news articles and social media about Commerce City issues and the E. 88th Avenue area. The media analysis included discussions about Commerce City's recent growth and frustrations with increased traffic.

Interviews were held with 10 community stakeholders and representatives identified with the assistance of the project community liaison. The purpose of the stakeholder interviews was to better understand community sentiments about existing conditions along E. 88th Avenue, community resources within the vicinity of E. 88th Avenue, and infrastructure development in Commerce City. Common topics brought up by the stakeholders are listed below. The list of stakeholders and interview notes are located in the Social and Political Risk Assessment document included in Attachment A.

- ◆ The at-grade UPRR crossing is a primary cause of the congestion.
- ◆ The community is divided north and south of E. 88th Avenue.
- ◆ Commerce City could improve their development process by providing more opportunities for engagement on these type of projects in the community.
- ◆ Most stakeholders are in favor of widening E. 88th Avenue.

1.1.2 Factsheet and Project Mailer

The study team developed a factsheet and a project mailer in English and Spanish. The project mailer was sent to residents in communities adjacent to E. 88th Avenue from Brighton Road to Highway 2 in January 2019. These materials were developed early in the project development process to inform and educate the public about the National Environmental Policy Act and Environmental Assessment requirements, inform the public of the project goals and conceptual improvements that were under consideration, and provide a project schedule. The factsheet and project mailer included an address for the project website and the survey. The factsheet is located in Attachment B. The project mailers are located in Attachment C.

1.1.3 Public Meetings

A public open house was held at Tradicion Bar and Event Center, located within the community study area, on March 27, 2019. Display boards in English and Spanish gave a project overview, project purpose and need, a summary of potential improvements, project development steps, a summary of outreach, and

description of existing conditions. The open house was promoted via social media, over 4,000 mailers and door hangers (English and Spanish), the Commerce City local newsletter, a press release, local radio, and a variable message sign. A total of 27 people signed in, although it is estimated that approximately 40 people attended. Comment cards were provided in English and Spanish, 10 of which were filled out and returned; and the study team kept notes of conversations and verbal comments from attendees. Specific comments from a Mile High Flea Market employee, the Wikiup Mobile Home Park Manager, 88 Drive-in Theatre owner, and residents along Laurel Drive and Rosemary Street provided insights into how the local community feels about the proposed improvements.

The online public meeting launched on the project website (www.c3roadwayimprovements.com) on Monday, June 22, 2020, and closed on Friday, August 7, 2020. The meeting was promoted through postcard mailers, social media, project website, press release, email to stakeholders, and the Commerce City newsletter. The meeting provided an update to the E. 88th Avenue Widening Project and introduced the adjacent Rosemary Street Widening Project. Information for each project was posted on a separate page of the online meeting to avoid confusion. A survey was conducted to gather input from the public on the projects. The meeting was presented in English and Spanish. The online meeting had 159 visitors, gathered 10 emails for the mailing list, and received 1 comment specific to the E. 88th Avenue Widening project, which noted that the design doesn't need a sidewalk in addition to the proposed multiuse path. Materials and comments from the public open house and online public meeting are located in Attachment D.

1.1.4 Block-by-Block Meetings

Five block-by-block meetings occurred with property owners, operators, and residents along E. 88th Avenue and Rosemary Street. The preliminary design options were discussed and opinions and concerns were solicited. Some of the businesses noted that they employ local residents and discussed right-of-way requirements and logistics during and after construction with the study team. Block-by-block meeting notes are located in Attachment E.

1.1.5 Project Website, Social Media, and Online Survey

Commerce City has a project web page on its municipal capital projects website (<https://capitalprojects.c3gov.com/roads-projects/88th-avenue-widening-project>). The website promoted an online survey; provides the project goals; and houses public meeting materials, an informational video, the project timeline, and the ability to submit a comment on line. The 10-question online survey was launched at the onset of the project development process. Through May 2019, the survey had 128 responses.

Social media was used to build project awareness and promote opportunities for public engagement. Commerce City posted project information and updates through their communication outlets, including Facebook, Twitter, and NextDoor.

An overview of the comment tracking, the survey, and social media outreach is included in Attachment F.

1.1.6 Community Events

The study team attended the following two community events to provide information about the project:

- ◆ Touch-A-Truck, June 25, 2019
- ◆ Neighborhood Outreach at Pioneer Park, August 8, 2019

1.2 Summary of Activities

Table C-1 provides a chronological summary of outreach activities for the study.

Table C-1. Chronological Summary of Outreach Activities

Date	Activity
November 2018 through January 2019	One-on-one stakeholder interviews (10)
January 2019	Project Mailer
March 27, 2019	Public Open House
April 24 and April 26, 2019	Block-by-block meetings (5)
June 25, 2019, and August 8, 2019	Informational booths/tents at community events (2)
June 22, 2020, through August 7, 2020	Online public meeting for E. 88th Avenue Widening Project and Rosemary Street Widening Project
Ongoing throughout the process	Project website and online survey
Ongoing throughout the process	Social media (project-specific accounts on Facebook, Twitter, and Nextdoor)

Attachment A.

Social and Political Risk Assessment with Stakeholder Interviews



Social & Political Risk Assessment

88th Avenue Environmental Assessment

Commerce City

February 2019

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Project Background

Commerce City is proposing improvements to a 1.6 mile stretch of 88th Avenue between I-76 and Highway 2. To start the process, they are conducting an Environmental Assessment (EA) which is a federally required process to develop a recommended alternative and evaluate environmental and community impacts of the improvements for any alternatives under consideration.

Project Goals

The project goals are to improve capacity on 88th Avenue, provide a new bridge over the railroad crossing west of Rosemary St., improve safety for pedestrians and bicyclists, and improve lighting, drainage and landscaping. To achieve these goals, the initial design considerations for the EA include:

- Widening 88th Avenue from 2 lanes to 4 lanes with appropriate turn lanes and median
- Upgrading the traffic signal at the intersection of 88th Avenue with Rosemary Street and connect all signals between I-76 and Highway 2
- Changing the existing railroad at-grade crossing to become a grade-separated structure
- Constructing sidewalks along both sides of the roadway and provide bike facilities through the corridor in accordance with the City's adopted Bike-Walk-Fit Plan
- Provide roadway and capacity elements with minimal ROW impact
- Accommodate the UDFCD Storm Sewer

During the project development and the alternatives evaluation process, the study team concluded that an at-grade crossing at the Union Pacific Railroad track would sufficiently meet the project goals while also reducing impacts to protected historic resources and businesses, and lowering project construction costs. Therefore, the design carried through the Environmental Assessment included at at-grade E. 88th Avenue crossing of the Union Pacific Railroad.

Assessment Overview

This Social and Political Assessment was completed in order to inform the Public Involvement Plan (PIP). The purpose of this report is to identify social and political issues that could pose potential threats to the success of this project, and provide recommendations to mitigate those risks. The assessment included:

1. **Media Analysis:** Researching local news articles and social media (YouTube, Facebook and Twitter) relating to the area and previous projects
2. **Stakeholder Interviews:** 10 stakeholder one-hour interviews with key stakeholders identified by Commerce City
 - Jose Garcia – Ministerio Palabra De Vida
 - Pete Gunderson – Real Estate
 - Sam Stein and Rod Fisher – Intsel Steel/Stein family
 - Vik Navin – Flea market
 - Susan Kochevar – 88th Drive-in Theatre
 - Preston von Grabill – FedEx
 - Scott Edgar and Eve Craven – Burlington Ditch Reservoir and Land Co

- Kristen Sirke (manager) and Milynda Love – Wikiup Residential Park
- Maria Gonzalez – Gonzalez Insurance
- Guillermo Serna – Community Member

Media Analysis

News Articles Findings

Commerce City is experiencing significant growth and change throughout the community. According to Commerce City Manager Brian McBroom, “Commerce City is only halfway built out, using 36 out of 61 square miles. He estimates that the city will add approximately 80,000 more residents (roughly 125 to 143 percent growth) once it fills out its remaining 25 square miles of space.” (*Commerce City Sentinel Express*, 2018).

Other changes are happening throughout the city, including the redevelopment of the Mile High Greyhound Park, a “community-supported vision for the site is a diverse mixed-use development that at full build out could create 1,454 permanent employees, generating \$65.4 million in income on an annual basis.” (*Mile High CRE*, 2018)

Such significant growth has created more traffic and an increased need for roadway improvements. Corridors needing improvements include 88th Avenue, which is well-known as being heavily congested during peak times. Though many news articles call for improvements, there is also a high priority placed on safety and maintaining a historic community for residents and businesses throughout the city.

Snapshots

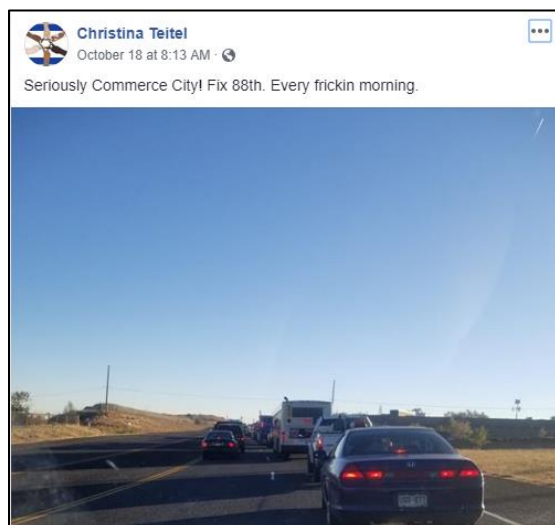
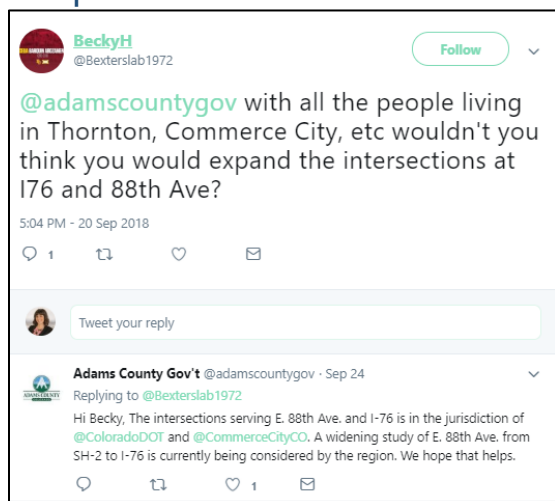
- “Fans of the 88th Avenue Drive-In Theatre in Commerce City say they will turn in a petition to save it Monday night. It's one of the last drive-in theaters in the Denver Metro Area, but traffic congestion could force it to shut down.” (Denver 7 News, 2014)
- “Due to poor city planning with infrastructure along 104th and the persistent train stops across 104th Ave, the residents oppose a truck terminal in this area as it will not only increase noise and pollution, but the traffic gridlock will increase, which will substantially impact the daily commutes of the families of communities surrounding the truck terminal.” (Move On, 2018)
- “While Irondale’s history, location and land uses create a distinct challenge for city planners, Axmacher sees it as representative of the issues she deals with throughout the “funky shaped” Commerce City. ‘It’s indicative of the planning challenges throughout city,’ she said. ‘It’s a microcosm of everything we deal with all in one area.’” (Denver Post, 2017)
- “Harrison’s memorial along with eight others have to be removed for construction. When nine memorials lie in an eight-mile stretch, that’s proof that safety also needs improvement.” (KDVR, 2016)
- “The community-supported vision for the site is a diverse mixed-use development that at full build out could create 1,454 permanent employees, generating \$65.4 million in income on an annual basis.” (Mile High CRE, 2018)

Social Media Findings

Members of the public have posted complaints on social media about sitting in traffic on 88th Avenue and wonder why the city hasn't made transportation changes consistent with the excessive growth. In addition, residents in this area appreciate the open space and want to keep it that way. This sentiment can be seen in several postings by advocates for the 112 ballot initiative to prevent fracking or pipelines within 2,500 feet of residents and businesses. There are strong voices who feel passionate about keeping Commerce City a vibrant community.

It was also noted that posts from Commerce City's social media outlets about specific projects didn't receive much traction. There were very few likes, shares or comments. However, there were several YouTube videos created by the city that received many views and were posted by residents, one boasting more than 2,200 views.

Snapshots



<https://www.youtube.com/watch?v=KQIMeRDkqo8>

Recommendations

Produce Key Messages around Safety and Less Traffic

It will be important to develop key messages that highlight how the 88th Avenue improvements will better accommodate traffic and provide safer travel for vehicles, bicycles and pedestrians. Within each key message should be a series of sub-messages that emphasize the importance of community and the history in Commerce City.

Identify Memorials along 88th Avenue

Memorials were a topic of concern seen with the Highway 2 Widening Project. It will be critical to identify if there are memorials in the area that might be impacted by future construction so that we can communicate early with the families. The conversation should be based around how the improvements will enhance safety with the intent to prevent accidents such as those that have happened in the past.

Develop Media Campaign Focused on the Community

Maintaining a tight-knit community is of utmost importance to residents in Commerce City. In addition to existing outreach strategies, a media campaign should be developed around community member's thoughts on the improvements of 88th Avenue. This could be included in the 10 cell phone videos being produced by way of interviewing nearby residents in the area.

Create Graphic-Friendly Assets to Include in Social Media Campaigns

It is important to create attention-grabbing social media assets that are the appropriate size for each outlet. To create more traction on a post, we will include hashtags that are trending, as well as tag our local partners' handles so it's easier to retweet/share. Assets, hashtags and handles should be included in the stakeholder ambassador toolkit.

Be Aware of the Irondale Community Interests

Antidotal stories report that the Irondale Community has been ignored in past planning efforts. One of their concerns is spending big money on projects like 88th Ave. when they are still driving on gravel roads. In the past the City has offered improvements to Rosemary to help respond to this concern.

Stakeholder Interviews Analysis

Interview Findings

Common topics of discussion in all interviews:

- The railroad crossing is a huge cause of the congestion – traffic will stay idle for 30 minutes to one hour
- The community is divided between the north and south
- Commerce City could improve by providing more opportunities for engagement on these type of projects in the community
- Most are in favor of widening 88th

Below is a summary of the primary topics of discussion for each interview.

Jose Garcia – Ministerio Palabra De Vida

- Jose has been living and working in Commerce City for more than 17 years
- As soon as the current mortgage is paid he plans to expand the building
- Jose wants to make sure when Rosemary is widened that there is sidewalk on the east side. He has the workers available to do it immediately if they can get plans/permits approved by the City.
- The church has a Facebook page where they can promote the project – his son is responsible for it. They can also provide information to their congregation after service.
- Email is best to reach him in the future: jagjanitorial1962@gmail.com

Pete Gunderson – Real Estate

- Pete has been working in Commerce City for more than 25 years
- He doesn't own a computer and believes public meetings are critical to the success of any project
- Has owned land on the corner of 88th Avenue and Highway 2 for 20 years.
 - Thought it would be a great place for a convenience store or a City service center.
 - Has been marketing it for years but hasn't found the right user
- He believes we should include South Adams County Water and Sanitation District – Jim Jones or Debbie Evans at 303-288-2646
- Would like to know the current ROW on 88th Avenue.
- Wants to make sure we are in touch with the utilities.
- He wants copies of surveys, geo-tech and traffic information and believes it should be provided to all land owners.

Sam Stein and Rod Fisher – Intsel Steel/Stein family

- Rod was born in Commerce City and has been living there for more than 40 years
- Rod views the city as two separate sides – the industrial and more high-end residential
- English is the second language at the high school
- Their property is 55 acres, but they only use 21
 - Could sell or lease the rest, but development is so deterred
- Had good luck with postings for town hall meeting – flyers/neighborhood signage – posted in vacant lots along 88th
- Willing to distribute information to their 75 employees at their Commerce City location

Vik Navin – Flea market

- Staff takes public transportation to get here, the nearest bus stop is at Wikiup so they have to walk through the mud because there are no sidewalks.
- Difficult to turn left out of the 88th exit. They have 5-6 uniform traffic control on site Saturday and Sunday. Would maybe only reduce the numbers by 1 (they serve the whole property) if the traffic wasn't an issue.
- Traffic from 76 SB turning left onto 88th seem to fight with thru traffic. The flea market does control the signal when needed via the uniformed police. He spoke of crashes that have occurred at the 88th exit where limited sight distance turning is left (SB to EB) out – one of his employees was severely hurt in one such crash.
- Flea Market has done a traffic study, a few years ago when the flea market was annexed to Commerce City.
- Peak attendance is 30,000 on the weekends, 16,000 on Sundays; there are 4200 parking spaces. Vik indicated that there is “plenty of parking available” it's a 60 acres park, 20 acres is shops and buildings, the 40 acres is parking and driveways.

Susan Kochevar – 88th Drive-in Theatre

- Peak months are March - November between 3:30pm and 11:00pm. However, our customers exit the property as late as 4am at the peak of the season in June and July and the length of the movies.
- The 88 Drive-In Theatre is one of Commerce City's unique, historical businesses. The theatre was built in 1972 and Susan's family bought the drive-in theatre in 1976.
- Least favorite part of Commerce City is its local government. The prevailing attitude seems to be that Commerce City's citizens and businesses are not good enough in the city government's eyes. There is no appreciation for its rich history or what the citizens want.
- Apparently the city has been planning to make changes to 88th Ave. and Rosemary Street for over a year and have not contacted her.
- The City Council member should reach out to the community and the businesses. They represent the citizens, but it seems city staff pushes agendas. It has created a divide between Old Commerce City and New Commerce City.
- Advertisements on screen can promote the project

Preston Von Grabill – FedEx

- Would be happy to push word out to employees, send them opportunities for engagement, etc.
- Consider roundabouts as opposed to metered lights – very efficient, especially with truck traffic

Scott Edgar and Eve Craven – Burlington Ditch Reservoir and Land Co

- FRICO has 22 miles of the O'Brien Canal and 8-12 miles of the Burlington Ditch that run through Commerce City so they work with the City often
- Their biggest challenge in working with the City has been the City's staff turnover
- Another challenge is agreeing on storm water management best practices since FRICO meets UDFCD current requirements, but the City's manual from 1989 takes a different approach (such as the use of retention ponds)

- When asked if the UPRR ever gave an indication that they plan to add tracks in this area Scott said no, they have widened north of 88th to 3 track for LG Everist but they have never mentioned adding tracks across 88th Ave or south.
 - A project application must be submitted to FRICO to initiate the project in their system, which includes a \$5,000 engineering fee per bridge for their review time, and a project of this size may require at \$5,000 deposit for legal services.
 - FRICO must issue a technical review and approval before construction begins.
 - A construction permit will be required.

Kristen Sirke (manager) and Milynda Love – Wikiup Residential Park

- Added the Brighton Blvd entrance which has alleviated traffic – opened around 4 years ago - there has been an increase in traffic since then
- Younger residents that don't have cars, hard for them to walk anywhere – kids walk in groups and joke around, not paying full attention
- Willing to distribute flyers on each of the residents doors for invite to public meetings
- Concerns – we do have our fencing out there, properties closer to sidewalks experience more vandalism, the safety of residents, easier to knock out panels and get in yards
- 339 homes in Wikiup – between 6 and 7 people per home – families are doubling up with the housing
- Hoping the improvements will help their existing drainage problems on 88th Avenue.

Guillermo Serna (Community Member) and Maria Gonzalez (Gonzalez Insurance)

- Population was 18K, now to 56K and going to be 150K – this growth needs to accommodate that opportunity
- They didn't fix 96, but widened 104th which wasn't supposed to have large trucks, 64-84 thousand cars per day in residential area
- The new rec center isn't a good place for the public meeting – people from the south side don't feel welcomed there.
- The city has not generated an outreach program that addresses every opportunity – city needs to have an inclusive structure
- City Council isn't connected with the community

Recommendations

For outreach on this project:

Additional communication outlets were identified during the interviews that we recommend including in our distribution of project information and to promote opportunities for public engagement. These outlets include:

- 88th Avenue Drive-in Screen Advertisements
- Flea Market flyers
- Social media outlets for all stakeholders
- Church service announcements at Ministerio Palabra De Vida
- Employee notifications at FedEx and Intsel Steel
- Resident door hangers at Wikiup to be distributed by the local manager to save cost

- Insurance owner notifications through Mary Gonzalez

For technical team:

Existing condition concerns were discussed that will be helpful for the technical team to incorporate in their findings. These items include:

- Drainage issues on 88th Avenue at Wikiup Residential Park
- Coordination with FRICO to obtain appropriate permits
- Traffic counts from the Flea Market
- Peak period times from 88th Avenue Drive-in and Flea Market
- Existing ROW to consider for the 88th Avenue Drive-in and Flea Market

For construction consultant:

Each of these stakeholders hope to be communicated to throughout the duration of the project, including construction.

Appendix A – Media Analysis Research

A search of local media and social media (Facebook and Twitter) was conducted to analyze previous public comment, lessons learned from similar projects that took place in the area, and a general Commerce City search. Projects included:

- *Irondale Plan*
- *HWY 2*
- *72n Avenue Station (RTD)*
- *North Metro Corridor (RTD)*
- *Quebec Expansion*
- *Tower Road Expansion*
- *Mile High Greyhound Park Redevelopment*

General Commerce City

Media

Municipal and educational leaders talk about growth

November 7, 2018

Ardent followers of city government know that Brighton city council members convene every other week on the first and third Tuesday of every month, with some exceptions (the Nov. 6 meeting being one).

But what to do when a month has five Tuesdays?

On these occasions, city council likes to come together with the leadership of Brighton School District 27-J and Commerce City to update each other on their work and discuss regional issues.

The latest of these cross-city meetings convened on Oct. 30, and the major theme of the night was strategies for responding to booming growth throughout the region.

Commerce City Manager Brian McBroom reported that Commerce City is about halfway “built out,” having used up 36 square miles of its 61 square miles in total possible space. He estimated that the city will add approximately 70 to 80,000 more residents (roughly 125 to 143 percent growth) once it fills out its remaining 25 square miles of space.

Overall, McBroom characterized Commerce City as a very young city in terms of both its growth and demographics, noting that over half the city’s residents are families with young children. He also touted the city’s success in its relatively short history, noting the growth in industrial and commercial business and that the city’s residents saw the highest increase in median income rate between 2000 and 2008 of any city in the metro Denver area.

In terms of immediate future growth, McBroom highlighted three developments in the Reunion area of the city that will add approximately 6,630 housing units in the coming years.

He reported that the city is planning work on Brighton Road and that the city is processing several new oil and gas permit applications that were submitted in anticipation of the vote on Proposition 112, the initiative that would require drilling activity for hydraulic fracturing and other

oil and gas activity to occur at least 2,500 feet away from residences, public buildings and other structures. Residents can view info about the city's permit process at c3gov.com/oilgas.

Pedestrian fatally hit by semitruck on I-76 in Adams County

July 17, 2018

ADAMS COUNTY, Colo. — A pedestrian was killed after being hit by a semi truck on Tuesday morning, the Colorado State Patrol said.

The crash happened in the westbound lanes of Interstate 76 near 88th Avenue about 4 a.m.

The pedestrian was taken to a hospital but was later pronounced dead, the Colorado State Patrol said.

The names, ages and gender of the victim and the truck driver were not released.

Westbound Interstate 76 was closed at 96th Avenue for about one hour before reopening at 5:10 a.m.

The cause of the crash is under investigation.

Fans fight to save 88th Avenue Drive-In Theatre in Commerce City

Supporters plan to turn in petition Monday night

5:35 AM, Aug 4, 2014

COMMERCE CITY, Colo. - Fans of the 88th Avenue Drive-In Theatre in Commerce City say they will turn in a petition to save it Monday night.

It's one of the last drive-in theaters in the Denver Metro Area, but traffic congestion could force it to shut down.

According to a letter posted on the theater's Facebook page, Commerce City officials are concerned about:

- Vehicles blocking the entrance to the nearby fire station
- Vehicles stopping on active railroad crossings
- Aggressive driving (vehicles veering into the wrong lane to get around backups)
- Vehicles blocking driveways
- Congestion created by Drive-In patrons blocking access for emergency vehicles

The letter says if the changes don't solve the problem, "the City may suspend or revoke a business license."

The petition says the city is blaming the Drive-In for the city's road maintenance inadequacies.

The online petition had more than 8,000 signatures Monday morning. For a link to the petition drive click [here](#).

Supporters hope to spend the three minutes available for public comment at Monday's city council meeting talking about saving the theater.

The drive-in is currently showing movies seven nights a week.

There are now fewer than 400 drive-in movie theaters nationwide, 7NEWS Reporter Tyler Lopez said.

Traffic problems could force the closure of the 88th Avenue Drive-In Theater in Commerce City

Deb Stanley

July 23, 2014

COMMERCE CITY, Colo. - Traffic congestion could force the closure of one of the last drive-in theaters in the Denver Metro Area.

The 88th Avenue Drive-In Theater said it has put its fundraising campaign for a new digital cinema on hold because of a letter from Commerce City threatening to shut them down.

The letter, posted on the Drive-In Theater's Facebook page, says the city is concerned about:

- Vehicles blocking the entrance to the nearby fire station
- Vehicles stopping on active railroad crossings
- Aggressive driving (vehicles veering into the wrong lane to get around backups)
- Vehicles blocking driveways
- Congestion created by Drive-In patrons blocking access for emergency vehicles

"The state of affairs places your customers, neighbors, and all those who visit or reside in the City in a potentially dangerous position," the letter from the Chief of Police says.

The letter says the city has made some changes including adding "no left turn" signs and increasing ticketing.

The letter says if the changes don't solve the problem, "the City may suspend or revoke a business license."

Fans of the 88th Avenue Drive-In Theater have started a petition drive asking the City Council to step in. The petition says the city is blaming the Drive-In for the city's road maintenance inadequacies.

For a link to the petition drive [click here](#).

Find the theater's Facebook page with letter from the city and the Drive-In's response [here](#).

The drive-in is currently showing movies seven nights a week.

Tell Commerce City NO to a Truck Terminal at 104th and HWY 2

2018 Petition

Now is the time to stand up to our elected officials and say, “enough is enough!” Little is being done to fulfill the wishes of the people. It is time to send a message that shows we are tired of excuses. We want results, and we are holding the city responsible for the lack of substantial development and the development occurring that does not further the ideals and image of the Northern Range of Commerce City. We are holding the director of economic development, the city manager, city council members, and the mayor responsible for their failure to produce results. While we witness other city’s officials proactively seek businesses to fill the gaps of lost business revenue, our city and the elected and appointed officials repeatedly claim it is not their responsibility for seeking out companies. Instead, they place blame upon the developers and others and wait for development to come to them. They also cite as reasons for development failure as the lack of traffic numbers, the economic downturn, and an isolated location. Yet, at the same time in their own economic “flyer,” they cite the benefits of location in this area, the thriving economics of Commerce City, and reveal the massive losses the Northern Range and all of Commerce City faces as a result of patrons seeking business outside the city. Now is the time to take action and seek out quality business establishments that are not only lacking in the Northern and Core City but also the surrounding cities. There is absolutely no reason that with proper planning in infrastructure and business partnerships that we cannot be the beacon of development for surrounding communities and cities.

Most importantly, we strongly object to the proposed development of a “truck terminal” as found in the May 2016 development report found at the following website:

<https://www.c3gov.com/DocumentCenter/View/8187>.

This truck terminal is proposed to be placed at the southwest corner of 104th Ave and Highway 2. While the lack of development initiative is a problem, the lack of discernment and city planning regarding this issue is of greater concern.

*Please note this petition and the complaints contained within are not meant to disparage any great patron of the Commerce City Core or Northern Region or their family members or friends who are licensed CDL drivers. We understand that the residents of this great city are not the ones who are encompassed within the complaints stated forth. Rather, we admonish you for your service and hope that you realize the gravity of the situation of such an establishment. We hope you understand that due to the interconnectedness of CDL driver routes, the activity will more than likely occur from individuals residing beyond the borders of our city and state. It is this interconnectedness that also increases the difficulty of bringing the perpetrators of such actions to justice.

A truck terminal carries with it many negatives and produces no positives for the patrons of the Northern Range. The following are the legitimate and established factual complaints:

1) A truck terminal is a known hotbed for licentious criminal activity to include but not limited to the following: illicit drug activity, underage prostitution and sex trafficking, encouragement of prostitution, rape, and murder. It is such a concern that the FBI has its own tracking database for crimes situated around truck terminals and truck drivers. As such, a truck terminal, despite the tremendously rare potential for it to espouse a quality establishment, carries with it too great a risk for increased dangerous criminal activity which would pose a severe threat to the families in the surrounding neighborhoods.

2) Not only will the proposed truck terminal present a threat to the communities surrounding it, it will increase the burden on the Commerce City police force, which is already encumbered with the upsurge of criminal activity occurring in the Northern Range. Thus, it will not only place the lives of our first responders at greater risk, it carries with it a greater economic burden on the city's taxpayers to finance a larger police force presence in the area. Moreover, it is doubtful that the potential minimal tax revenue resultant from the truck terminal will subsidize the tax burden faced by the families of the community.

3) In light of the pronounced potential for criminal activity, the truck terminal poses a threat to property values; therefore, the residents will hold the city and its officials liable for any decrease in home values.

4) Due to the potential for decline in home values, the truck terminal will also tarnish the image that was established by the city council, mayor, and others as the Northern Range being a fresh start for Commerce City in so much that the goal is to not produce the same industrial results of other parts of Commerce City but to establish a quality residential and commercial/retail area befitting of a family community.

5) Due to poor city planning with infrastructure along 104th and the persistent train stops across 104th Ave, the residents oppose a truck terminal in this area as it will not only increase noise and pollution, but the traffic gridlock will increase, which will substantially impact the daily commutes of the families of communities surrounding the truck terminal.

6) The trucks' own pollution notwithstanding, the potential for other pollution and contamination exist as refueling areas carry with it the hazards of fuel spills and thus ground contamination. In addition, in reference to objection 5, the resultant traffic gridlock will also contribute to longer stoppage times at lights around the truck terminal. Thus, not only will neighboring communities be at an increased risk for potential short and long-term ozone pollution concentrations, but the Northern Range area will be contradicting environmental conservation measures put in place at the state and federal levels to decrease pollution levels by improving traffic flow.

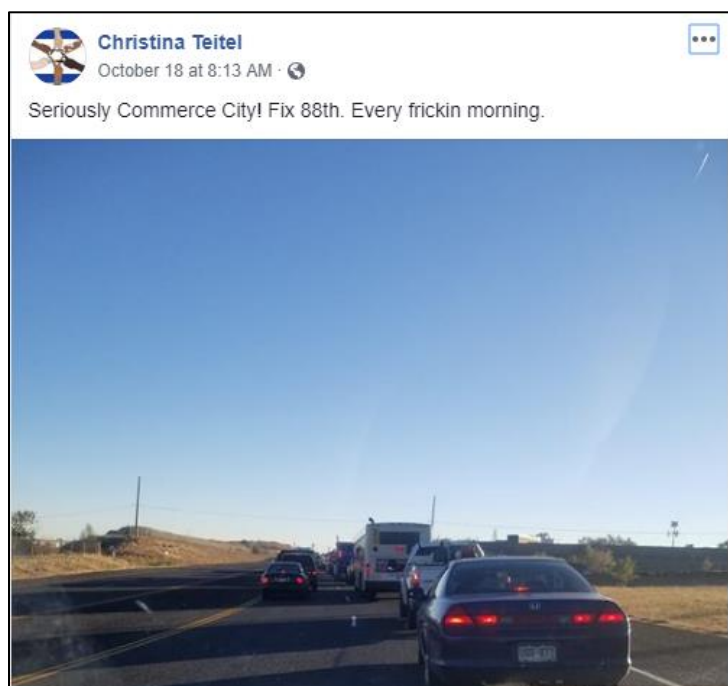
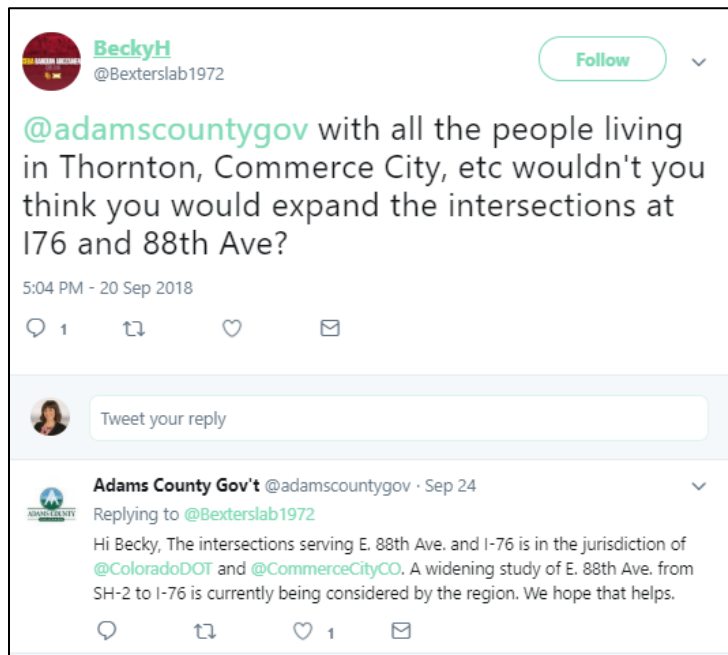
7) In consideration of the above points, that is an image with which the Northern Range desires not to be associated with as the attractiveness of our area is contingent upon certain key measures to remain in place, and we expect the elected city officials to put this area's future success and the will of the people before the only positive of a potential for a minor increase in tax revenue from which the patrons of the Northern Range have yet to see a benefit.


We sign this petition as a demand that the proposal for a truck terminal be denied. We sign this petition as a demand of more proactive initiative and accountability from our elected officials in order to bring quality establishments to the Northern Range area that will not only benefit the image of the city and its officials but most importantly the residents of the area.

I hope everyone will realize the gravity of the situation at large regarding economic development and the specific development of this truck terminal. This is for the community as a whole. This petition is a means to start real change and show the city officials that we are not just complainers that are easily pacified by minimal results, weightless promises, or passage of time. It shows we desire real results and are willing to take the time to see them done and to see our tax dollars put to good use. See this as the first initial positive investment in the long-term growth and success of our community, the success of your personal home, and the continued enjoyment of this beautiful area! Please sign immediately, so we can get this to the officials before this truck stop is approved and it is too late. It is easy to complain and harder to change after the fact. Take this simple step to voice your opinion. This is not a political platform,

movement, and not even based upon personal political ideology. This is our given right as citizens of this great country. Take this simple step to show that our elected officials are accountable to a democratic system; they are accountable us! Please note that I cannot change the text after signatures have been gained. Thus, while the title has been changed to reflect a "terminal" rather than truck stop, the only difference in the points would be the potential to disregard the crime linked to "truck stops" specifically. However, please not the remaining points of pollution, traffic congestion, and image still remain valid concerns. While the criminal activity may be lessened, I still posit the potential for increased criminal activity should be considered.

Twitter/Facebook







Isaac Olivarez
 @IsaacAOlivarez





Follow


Hey [@CommerceCityCO](#) ... something HAS TO be done about these trains sitting in the middle of the road shutting down traffic! Not cool at all! On 96th and 104th for 20+ minutes now!


8:46 PM - 22 Jan 2018

3 Likes





 1
 
 3
 




Commerce City, Co @CommerceCityCO · Jan 23

Replying to [@IsaacAOlivarez](#)

Hi Isaac, Commerce City alerts the train lines when there is a known issue, but we also encourage residents to call the train lines when traffic is blocked to help put the pressure on them. BNSF: 800-832-5452, option #3. Union Pacific: 402-544-5000.



 1
 



North Range Concerned Citizens
 @NRConcerned

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When will [@CommerceCityCO](#)
[@CommerceCityED](#) [@adamscountygov](#) and
[@AdamsCountyED](#) step up to lead us into a
 brighter, healthier, safer future?

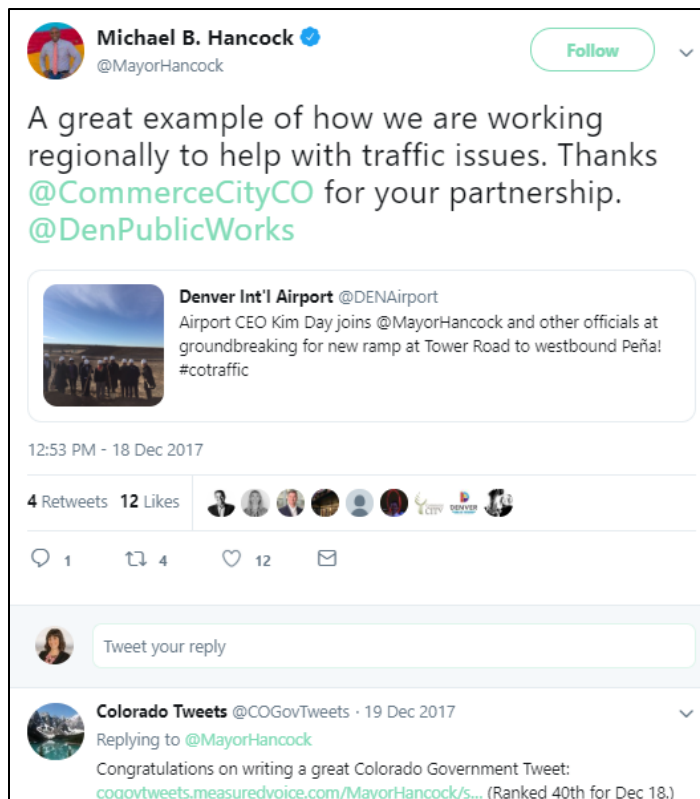


Climate Progress  @climateprogress
 Port Authority of New York and New Jersey says it will commit to the Paris agreement thinkprogress.org/port-authority...

10:20 AM - 24 Oct 2018

1 Like









North Range Concerned Citizens
@NRConcerned

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Here's proof the wells proposed—not yet permitted—are too close to homes, schools & other vulnerable areas. If our reps won't stop [#oilandgas](#) industry from endangering us, we must. [#YESon112](#) [@CommerceCityCO](#) [@dafna_m](#) [@domoreno](#) [@adamscountygov](#) [@GovofCO](#) [@ColoradoRising](#)



6:53 AM - 24 Oct 2018

4 Retweets 8 Likes



Irondale Neighborhood and Infrastructure Plan

Media

[Historic Irondale neighborhood is the focus of major upgrades](#)

A series of community meetings are the first step in the neighborhood improvements

By ALEX SCOVILLE | ascoville@denverpost.com | The Denver Post
November 15, 2017 at 2:51 pm

One of Commerce City's founding settlements is getting its first significant face-lift in its nearly 130 years of existence. And, while longtime residents say improvements are overdue, it's new economic development interests that are behind the investment in Irondale, roughly bordered by 88th and 80th avenues, Interstate 76 and the Rocky Mountain Arsenal National Wildlife Refuge. The area's outdated infrastructure couldn't accommodate all the proposed projects, including the [Intsel Steel](#) industrial park. So, the City Council directed city planners to identify needed improvements.

"The Irondale area clearly has drainage issues. It lacks crucial infrastructure, so some of those projects were not being able to be completed because of the investment that was required," said city planner Jenny Axmacher.

A \$120,000 planning effort underway in collaboration with consultants [Ayres Associates](#), will wrap up in spring. While the city broadly plans to improve infrastructure and alter land use designations, all manner of change is on the table.

"We don't have any preconceived notions," Axmacher said. "We want to improve the neighborhood so it's the kind of place that the residents want it to be."

Debra Bullock, secretary of the [Commerce City Historical Society](#), grew up in Irondale. The recent economic interest in the neighborhood is a far cry from the agricultural town she remembers from her childhood. Improvements such as wider roads and new sewage pipes are long overdue, she said.

"I think it's nice because of all of (in) Commerce City, there really hasn't been a lot done there," Bullock said.

Irondale was one of the five original settlements in the area, alongside Derby, Dupont, Rose Hill and Adams City. It was settled in 1889 and planned as a factory town where the Kibler Stove Works employees would live and work. The town's name is derived from the foundry that produced the iron for wood stoves made in the factory.

The neighborhood's past is a topic of current planners. The original plats are 50 square feet — "teeny tiny" in Axmacher's words — and designed for the cramped living quarters of late 1800s workers.

"Replatting that and consolidating things into usable parcels has been difficult," Axmacher said. Irondale was incorporated in 1924 but swiftly unincorporated in the 1930s. The area remains a mix of unincorporated Adams County and Commerce City, which can lead to confusion regarding zoning and building requirements.

Further complicating the neighborhood is a “patchwork quilt” of land uses. The 54-acre Intsel Steel site occupies a large chunk of the neighborhood. It will continue to shape its future as a rail spur extends from the neighboring BNSF Railway to the facility. Several residential pockets are tucked in among industrial sites.

“Good zoning practice is to not have those noisy industrial uses directly adjacent to residential, so it’s a potential conflict we want to look at the best way to deal with,” Axmacher said.

The BNSF Railway to the east and the Union Pacific Railroad to the west are key to the renewed economic development interest in Irondale. But trains also can cause traffic problems — as can visitors to the historic 88 Drive-In Theatre. People can get stuck on the neighborhood’s main thoroughfares, Rosemary Street and 80th and 88th avenues.

“That road, when the theater is open, you can’t even get down it,” Bullock said. “It’s a mess.” Residents, business owners and property owners are invited to help shape the neighborhood’s future by attending planned community meetings. [The first was Nov. 2](#). Two others will be scheduled. Axmacher said about 50 people attended the first meeting, and she was pleased with the feedback.

Once key infrastructure, zoning and other issues are determined, the city will create a multiyear plan to tackle the improvements. Project money could come from grants and city funds. City communications manager Julia Virnstein said the city’s capital improvement program could fund Irondale improvements.

While Irondale’s history, location and land uses create a distinct challenge for city planners, Axmacher sees it as representative of the issues she deals with throughout the “funky shaped” Commerce City.

“It’s indicative of the planning challenges throughout city,” she said. “It’s a microcosm of everything we deal with all in one area.”

YouTube

<https://www.youtube.com/watch?v=hHQ6TRoFe40>

15 views

Next Door

As one of the fastest growing cities in Colorado, Commerce City is a Quality Community for a Lifetime, where all generations can work, live and play. (This account is only monitored Monday-Friday 8 a.m. - 5 p.m., expect holidays. If you have a question for the city we'll do our best to respond within 48 business hours.)

The second open house for the Irondale Neighborhood & Infrastructure Plan is coming up on Tuesday, Jan. 30 at Tradicion Bar & Grill. Join us to comment on possibilities for the future of the neighborhood and recommended improvements to help the vision become a reality. We hope to see you there!

<https://youtu.be/hHQ6TRoFe40>

Tuesday, Jan. 30

4 – 5:30 p.m.

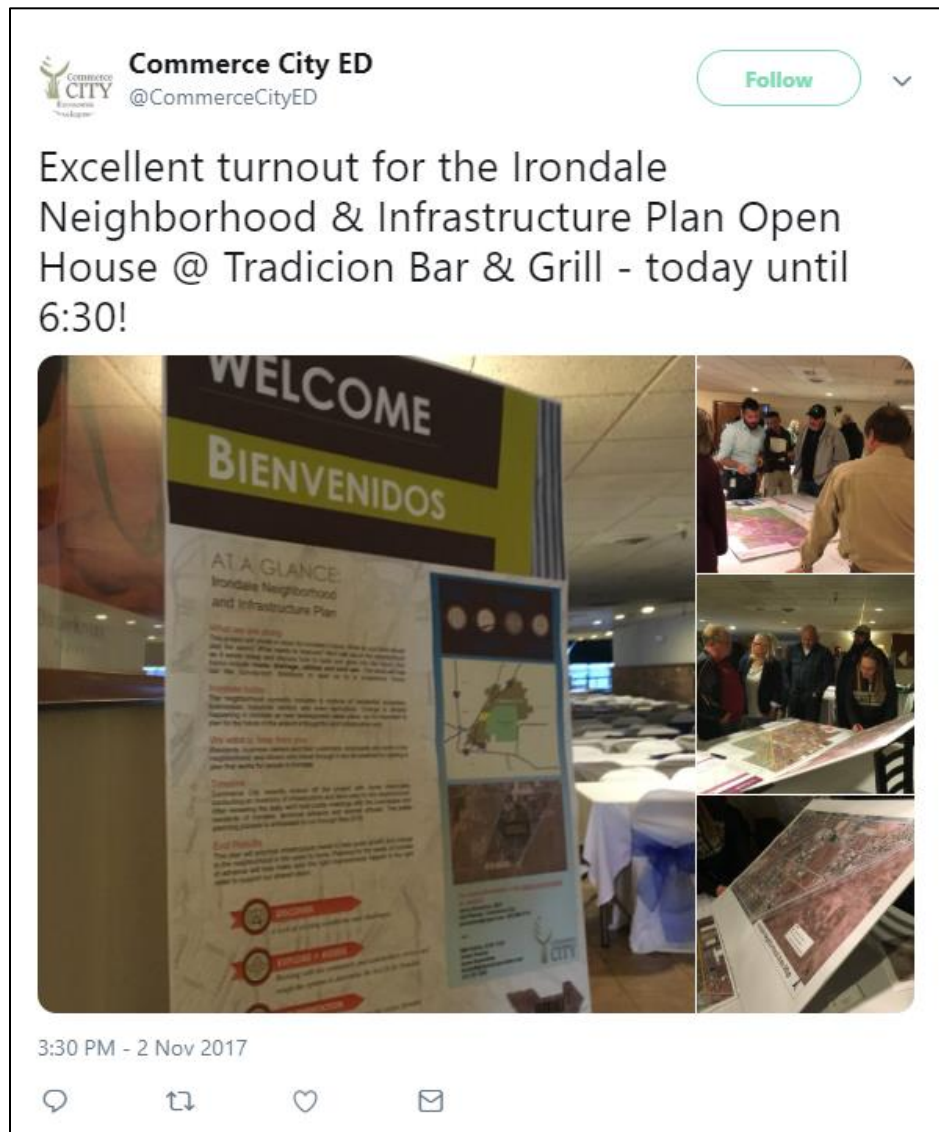
Tradicion Bar & Grill (8383 Rosemary St.)

Open House #2 - Initial recommendations and scenarios

For more information about the Irondale plan visit <http://www.c3gov.com/irondale>

Edited 25 Jan · Posted Jan 25, 2018 · Subscribers of City of Commerce City in [5 neighborhoods](#) in General

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Commerce City, Co
@CommerceCityCO

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To plan improvements (roads, drainage, etc.) in Irondale, we need your feedback on scenarios for the future of the neighborhood. Join us Tuesday for an open house at Tradicion Bar & Grill. Visit c3gov.com/irondale to learn more.



0:31 93 views

2:09 PM - 25 Jan 2018 from [Commerce City, CO](#)

3 Likes

3



CRN Resources shared a link to the group:
Community Resource Network (CRN) /
Recursos Comunitarios.
May 14 · Commerce City, CO ·

Like Page

<http://www.c3gov.com/.../irondale-neighborhood-infrastructure...>

C3GOV.COM
Irondale Neighborhood & Infrastructure Plan | City of Commerce City, CO
Located in central Commerce City, the historic Irondale neighborhood is...

1

1 Share



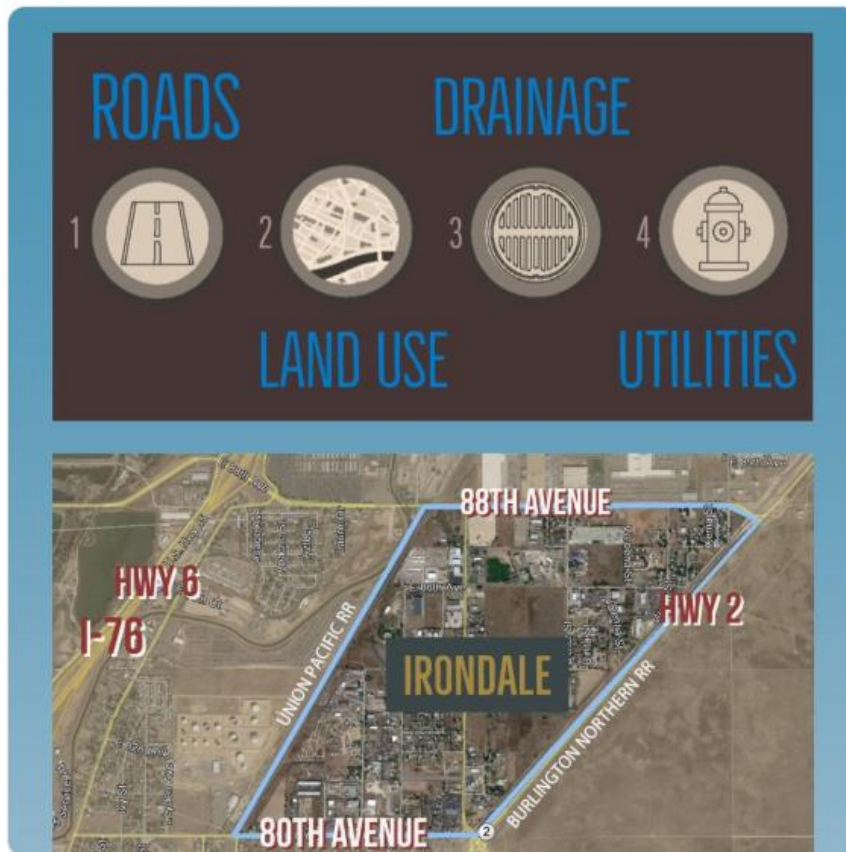
Commerce City, Co

@CommerceCityCO

Follow



The Irondale Neighborhood Plan is nearly complete and we want to hear your thoughts on proposed future improvements in the area. Stop by Tradicion Bar & Grill Wednesday between 4 and 5:30 p.m. for the final project open house. Learn more at c3gov.com/irondale.



10:00 AM - 12 May 2018



Highway 2

Media

[Widening of Highway 2 in Commerce City begins](#)

\$27 million project to wrap up in 2018

By **JOHN AGUILAR** | jaguilar@denverpost.com | The Denver Post
October 28, 2016

Commerce City broke ground this week on a project to widen Highway 2, between East 72nd Avenue and Interstate 76, from two to four lanes.

The project, which isn't expected to be completed until 2018, will include a raised and landscaped median, dedicated bicycle lanes, LED street lighting, in-pavement lighting/reflectors, multi-use trail, landscape improvements and improved drainage.

The \$27 million effort will require lane closures throughout construction. An open house on the project is scheduled for 5 p.m. Wednesday at Lester Arnold High School, 6500 E. 72nd Ave, Commerce City.

[Roadside memorials along Highway 2 must be removed for construction](#)

DECEMBER 13, 2016

COMMERCE CITY, Colo. -- Commerce City is widening a stretch of Highway 2 and all roadside memorials along the road in the area need to be removed.

The city is widening the highway from two to four lanes between 72nd Avenue and Interstate 76. The city said the project is much needed for traffic improvements.

One of the memorials is a cross for Cody Harrison dated March 12.

"It was a shame that he left at 29 years on this Earth because he had so much more to do and so many more people to touch," Harrison's brother Vale Pina said.

Harrison died in a motorcycle accident, and his family said the memorial is their form of peace.

"I'm really in touch with him there and I don't feel him anywhere else," Pina said. "If I feel like I need to be touched by him, I go up there and sit there for a couple minutes knowing everything will be OK, everything will work out."

Harrison's memorial along with eight others have to be removed for construction.

When nine memorials lie in an eight-mile stretch, that's proof that safety also needs improvement.

"Some of the safety elements will be a wider highway going from two to four lanes, but also wider shoulders, putting in those extra bike lanes, pedestrian lanes and having that extra

lighting on the highway. Those will all be good safety improvements,” Commerce City public information officer Julia Emko said.

Harrison’s family has mixed feelings on removing his memorial site.

“For me, I’m not ready yet,” Pina said. “But I understand it has to come down for safety reasons.”

Harrison’s family has a new hope, that their loss can help save others.

“We’re not the only family that has been affected by the highway and tragedies,” Pina said. “It will always be a spot of reflection for me and I will always go back there.”

Commerce City asks that all memorial sites be removed as soon as possible. Memorial items left will be removed by the city and stored for three months.

The expansion project is expected to be completed in 2018.

Man hit, killed by train near Colorado Highway 2 in Commerce City

The accident has blocked E. 72nd Avenue at Highway 2. City officials said it hasn't reopened in the area during the ongoing investigation

March 10, 2018

Authorities are investigating after a man was struck and killed by a train near the 6600 block of Colorado Highway 2 in Commerce City late Friday night. Commerce City Police and South Adams County Fire responded around 10:30 to the train tracks after railroad staff reported the accident. According to a news release, engineers said they tried to stop the train after noticing a man sitting on the track but couldn't.

The man was pronounced dead on scene. He hasn't yet been identified, authorities said. The accident has blocked E. 72nd Avenue at Highway 2. City officials said it hasn't reopened in the area during the ongoing investigation.

YouTube

<https://www.youtube.com/watch?v=GN2qEg62XII>

135 views

72nd Avenue Station

Media

[Future Commerce City rail station area to be revitalized](#)

December 3, 2013

The proposed Commerce City station area master plan boasts a preservation of community character while increasing access to neighborhoods that have been isolated by railroad tracks and industrial development.

Suggestions for the impending urban development around the 72nd Avenue Commuter Rail Station on East 72nd Avenue and Colorado Boulevard were gathered from the community over the last year.

“This is a part of Commerce City that has a lot of railroad presence that really helped form the area. But over time, it has cut off access in the city,” said Chris Cramer, Commerce City’s community development director. “(The station area master plan) is going to open things back up again.”

The Regional Transportation District announced its plans to break ground on the [18.5-mile North Metro Rail Line](#) sometime next year after a joint venture was formed from three private contractors who sought to expedite the project, originally slated for completion around 2040. Commerce City Council approved the dynamic station area master plan on Nov. 18.

“Residents are looking for revitalization, but they didn’t want to see a full-scale overhaul of the area,” Cramer said. “The plan really reflects that.”

Station area development project manager Steve Timms said the proposal was an attempt to help the city prioritize its development necessities through the eyes of the residents who will be affected by the project over the next 20 years.

He said the immediate concerns are with public safety and lighting on the proposed new roadways and sidewalks. At public meetings, citizens said they wanted access to trail connections to the South Platte River and safe means to get their children to school. “All residents look at this as a great opportunity,” Timms said. “They are very appreciative, especially toward new transportation and job development opportunities.”

Some ideas listed in the proposal include a potential relocation of Alsup Elementary and Adams City Middle School out of the busy, transit-oriented corridor on 72nd Avenue. Cramer and Timms agree that now is the time for preemptive suggestions to move the schools out of their aging facilities.

The station area plan coincides with the city’s Bike Fit Plan, adopted in 2012.

“The great thing about the station plan is that it increases connectivity it provides to pedestrians and bicyclists,” Cramer said. “These types of benefits are going to help current residents get to the station.”

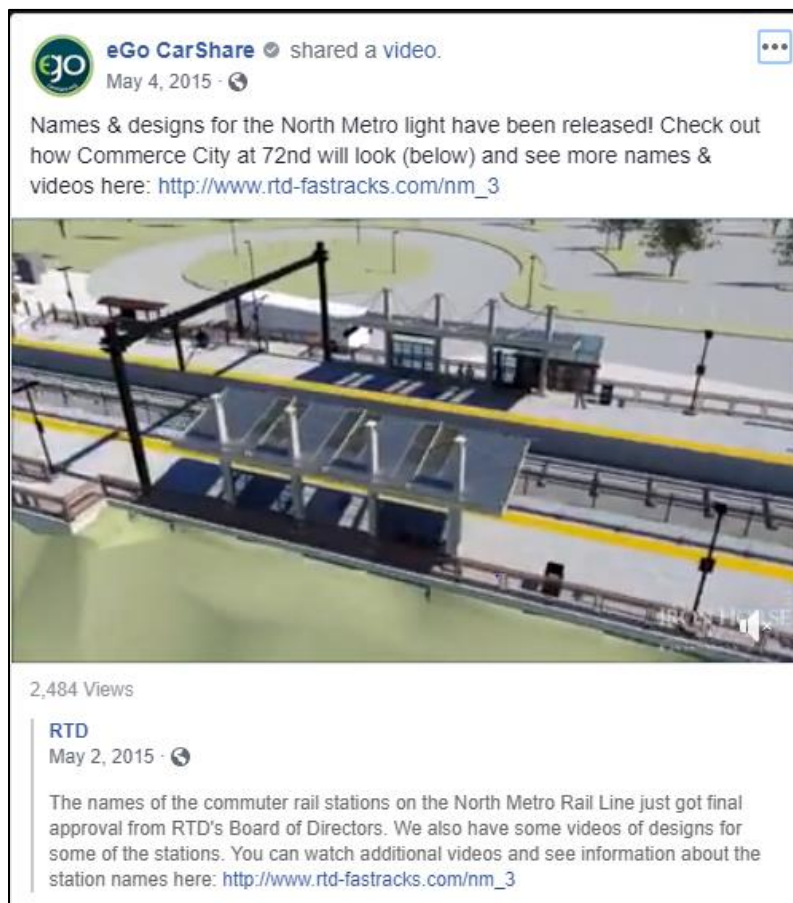
The area targeted for urban renewal extends about a half-mile around the 72nd Avenue station site. It is roughly bounded by East 74th Avenue on the north, the South Platte River on the west,

Brighton Boulevard on the east and East 67th Place and the southern edge of the Adams Heights neighborhood.

On Nov. 26, the RTD Board of Directors approved a \$343 million contract award to Graham, Balfour Beatty, Hamon Constructors to design and build the North Metro Rail Line to 124th Avenue, which the group aims to complete by January 2018. The commuter rail will eventually run to 162nd Avenue in north Adams County.

Megan Mitchell: 303-954-2650, or mmitchell@denverpost.com

Twitter/Facebook



RTD North Metro

Media

2020 Is RTD's New 'Ballpark' Estimate For North Metro Rail Line

August 13, 2018

RTD estimates its future commuter rail line from Denver to the northern suburbs won't open until the spring of 2020, a delay of approximately six months beyond last year's estimate of late 2019.

The new timeline was published in advance of an RTD board committee meeting set for Tuesday. And the new approximation is just that — an approximation, said Lisa Trujillo, RTD's project outreach manager for the N Line.

"That's a ballpark figure," Trujillo said. "We are not ready to announce any date at this time."

RTD initially set an opening date of 2018 when construction began on the line four years ago. The transit agency and its contractor filed lawsuits against each other last year over the delays before the two parties entered arbitration.

The 13-mile line will carry passengers between Northglenn and Union Station in downtown Denver. Northglenn Mayor Carol Dodge said she wasn't surprised by the latest delay.

"We all figured it was still going to be 2020, because they really haven't kept their promises on many of the opening dates of all the other lines," Dodge said. "For two more years we'll be sitting here with stations that have got no trains coming to them."

Northern and western metro leaders have lodged complaints with RTD for years over delays associated with rail lines promised in the 2004 FasTracks vote. And at this point, Dodge isn't sure what else she can do as an elected official.

"We can always advocate for ourselves," Dodge said. "I'm just not sure that it makes a difference based on what's happened."

Trujillo said construction on the N Line is 85 percent complete. The line will also be the first commuter rail line operated and maintained by RTD; the A, B and G lines, when that opens, are operated by Denver Transit Partners for RTD. Trujillo said the opening date could be affected by how smoothly tests go, as well.

"We just ask for patience as we work through construction in getting this line stood up for operation," she said.

Comments:



Lori Langston

The question above, still unanswered, is how do we hold RTD, construction companies, and operating partners accountable? They are subsidized by our tax money, but over and over fail to deliver for myriad reasons that seem to be major oversights. It's only 13 miles! The issues with right of way and design should have been recognized prior to build. With all the new lines having so many problems, shouldn't they have improved over time (learned from previous mistakes)? Instead it seems to be getting worse. Here's an analogy: Imagine paying an "experienced" team of roofers who somehow don't have enough material, time, or money to finish the job. They aren't working the tasks in sequence. They put the gutters on first and tarp exposed areas with no plan for finishing. They take over four times the time, cost, and quality that they originally agreed to. They won't commit to giving you a timeline, make amends, or offer an alternative, or even admit there is a problem. Instead of making it right, they lawyer up and prepare law suits against their laborers and suppliers who they blame entirely for the delays. Would you continue to pay them?

Like · Reply · 2 · 10w



Devin Quince

Another example of how RTD is an utter failure and keeps stealing money from the Northern communities.

Like · Reply · 2 · 12w · Edited



Michal Varga

So the construction company falling behind is "stealing"?

Like · Reply · 12w



Devin Quince

Michal Varga No, RTD cannot deliver on time or at all as in the case of the Northern rail line, but they keep stealing our tax dollars.

Like · Reply · 2 · 12w



Alan Ross

Michal Varga stealing is correct. People in the North Metro Area have been paying the RTD tax for Fast Track's for almost 15 years now. We have nothing to show for it.

Like · Reply · 1 · 1w

[RTD And Contractor Battle Over Blame For N Line Commuter Train Delays](#)

December 8, 2017

The Regional Transportation District and a private contractor are in the midst of a dispute over which party is responsible for construction delays on the \$343 million [N Line commuter train line](#) from Denver to Thornton.

The disagreement is laid out in Denver District Court documents filed earlier this year, but not reported until now. The first section of the line was supposed to open early next year. RTD now estimates a late 2019 opening.

RTD claimed the contractor, Regional Rail Partners, reinterpreted parts of its contract in order to shunt responsibility back onto RTD for delays associated with land acquisition through eminent domain, including for drainage work at the National Western Stock Show site.

“If RRP were to succeed in its belated attempt to change the Contract and contradict its Proposal ... this would have the effect of fundamentally shifting the risk that the parties bargained for in the Contract, suddenly making RTD potentially subject to millions of dollars in delay claims,” states RTD’s [complaint](#), which was filed in May.

RTD asked the court to declare that the transit agency did not have to pay its contractor for schedule delays.

In June, Regional Rail Partners refuted RTD’s claim and [filed a counterclaim](#) about the delays. “RTD has failed to fulfill its responsibilities and has, instead, misinterpreted and misapplied the Contract terms and conditions in an effort to deny RRP’s entitlement to significant extensions of time and Compensation,” RRP’s counterclaim says. In a later filing, RRP’s attorneys say RTD “twisted” terms of the contract between the two parties, which they describe as “voluminous and poorly drafted.”

RRP said they were entitled to a 599-day extension and to an increase in the contract of more than \$40 million “due to delay events for which RTD is solely responsible.” An increase in the contract price tag would fall to RTD, a taxpayer-funded agency.

District Court Judge Jay Grant eventually ordered the two parties to try to resolve the disagreement through arbitration. A spokeswoman for Regional Rail Partners declined to comment, instead referring all questions to the transit agency. RTD spokesman Scott Reed said the two sides are currently trying to set up arbitration, but that nothing has been scheduled yet.

“It’s not unusual to have disagreements,” Reed said. “We had not been able to come to a conclusion that was mutually acceptable to both parties. So we went through this next step.”

The N Line from Denver’s Union Station will eventually carry passengers through Commerce City, Northglenn and Thornton to the far northern reaches of Adams County. The first phase of the project will build 12.5 miles of track and six stations between downtown Denver to 124th Avenue in Thornton. Reed said work continues on the line and the dispute hasn’t slowed it down.

RTD’s contract with Regional Rail Partners was [finalized](#) in 2013. Regional Rail Partners is a joint venture of Balfour Beatty Infrastructure, Inc. and Graham Contracting, a Canadian-based firm.

The line is part of the massive FasTracks project, a 2004 voter-approved plan to build about 120 miles of new commuter and light rail. The A, B and R lines opened to great fanfare in 2016 and early 2017. But the A Line, in particular, was handicapped by mechanical issues for months after it opened.

Performance has improved since then, RTD says. But ongoing problems with the A and B lines’ wireless crossing gate system have prevented the G Line from opening. RTD has argued that the wireless crossing system is now safe, and that state regulators should allow the G Line to open. The issue is currently before an administrative law judge at the Colorado Public Utilities Commission.

In latest setback for RTD's troubled rail system, north line faces construction delay of 18 months

October 17, 2017

It wasn't long ago that north-metro residents were envisioning the winter/spring of 2018 as a time they could hop on a commuter train at 104th, 112th or 124th avenues and ride into Denver unburdened by their cars.

Those people might now want to invest in snow tires.

The train isn't coming early next year. It may not even come early the year after that.

The Regional Transportation District is looking at an estimated 18-month construction delay for the [North Metro Rail Line](#), officials say. The first phase of the project, including six of eight planned stations, was originally scheduled to open in the first quarter of 2018. The delay puts the opening in late 2019, though RTD officials will not commit to that time frame and have vowed to make up the time as best they can.

"We're not close enough to be able to provide a project timeline or completion date at this point," RTD spokesman Nate Currey said, "but we are working diligently because we know people up north are super anxious to see this open."

The N-Line delay is the latest setback for RTD as it seeks to finish the funded portions of its FasTracks rail system. [The University of Colorado A-Line train](#) to the airport has been plagued by persistent software issues at its crossings that have required millions of dollars in extra staff time as federally mandated flaggers work road crossings along the route.

The opening of the G-line to Wheat Ridge, originally set for last fall, has been delayed by similar issues, although [federal regulators have approved final testing on it](#). The agency [proposed service cuts on the R-Line through Aurora](#) because of low ridership. In a bit of good news, RTD recently announced crossing attendants on the B-Line to Westminster's single road crossing will soon be [dismissed after federal approval](#).

The delay up north stems from a variety of complications in designing and building the 12.5 miles of track that will eventually carry electric, heavy-rail trains from Denver's Union Station north to East 124th and Eastlake avenues in Thornton. RTD's design-build contractor on the project is Regional Rail Partners.

The project is snagged over how it will impact the historic Riverside Cemetery at 5201 Brighton Blvd. RTD has proposed closing the cemetery's existing entrance on Brighton and placing a new entrance off of Race Court.

A Colorado Public Utilities Commission administrative judge ruled this summer that [permanently closing and moving the entrance](#) would promote public safety at a crossing that would see more than 80 trains a day. Now, RTD is working with the Army Corps of Engineers on ways it can minimize or avoid impacts on the cemetery in accordance with the National Historic Preservation Act.

Cemetery officials say they want to keep the entrance as it is.

Meanwhile, RTD is building a nearly 2-mile-long bridge to carry the single-track line over York Street, existing rail road tracks and Interstate 270 in Commerce City. The so-called [Skyway bridge](#) also passes over a portion of the Suncor oil refinery.

But the U.S. Department of Homeland Security has deemed the refinery as important strategically, RTD's Currey said, and mandated the agency add blinders on portions of the bridge so passengers can't see down into the facility.

"It's really long, it's really high and it goes through some sensitive areas," Currey said of the complicated bridge.

While RTD works to navigate the situation, north-metro leaders are working to remain patient.

Thornton Mayor Heidi Williams said her city has sped up work on public improvements and roadway projects to make way for the incoming train.

Financial problems constrained the scope of the FasTracks plan after the Great Recession — the Boulder line won't be funded until at least 2040 — so RTD scaled back the N-Line, planning to end it at the National Western Complex in Denver. RTD received an unsolicited proposal in 2013 that convinced the agency that it could build north to 124th Avenue, although two further stops remain unfunded.

Williams said she is grateful that train service is coming to Thornton. Still, a delay with no end in sight is hard to swallow.

"We'd love to hear they've found a miracle, but we're not going to count on that," Williams said. "Hopefully, it's still 2019. They haven't told us."

Commerce City Mayor Sean Ford said he is frustrated by the delay. His city will host a station at East 72nd Avenue and Colorado Boulevard. He noted that the economy is booming now and incoming mass transit infrastructure has the ability to attract major development. The prospects of such development lessen, though, when municipalities can't give developers and employers clear answers on when that infrastructure might be put to use. He said it would help if RTD could provide a date certain when service will begin.

"I absolutely in no way want to bad-mouth RTD," Ford said. "I want to encourage them ... to find meaningful solutions and have some hard-set dates to be able to convey to our public. We can use that to benefit from economic development opportunities and also to be transparent and have a clear finish line for the people who want to do business here."

Twitter/Facebook

**Joella Baumann**
@TheRealJB_News

Follow

The public transit saga continues...😡 Can y'all uh figure this thing out already?



RTD Pays Millions In Settlement With N Line Contractor
The line from Union Station to Thornton is set to open in 2020, about two years behind schedule.
cpr.org

1:32 PM - 2 Nov 2018

1 Like 

**9NEWS Denver** @9NEWS · Mar 29

Head of Denver Public Works wants to double amount of people using public transit on9news.tv/2GqDWsA



11 1 15

**Cory Rox**
@SeeCoryPlay

Follow

Replying to @9NEWS

Still waiting on RTD's N Line

10:16 PM - 29 Mar 2018

Bronicorn @Bronicorn13 · 19 Dec 2017
Been sitting at this railroad crossing for twenty minutes and this train isn't moving. How is this legal @RideRTD ?



1 2 10

RTD @RideRTD · 19 Dec 2017
This is not an RTD train, we don't operate cargo trains. Depending on the location, it may be Union Pacific.

2 10

Daniel Cokewell @Colora_Dan
Replying to @RideRTD @Bronicorn13
Lmao. If you're going to poke at RTD at least make it for something valid like pushing back the N line due to "unforeseen circumstances" 🙄

9:08 AM · 20 Dec 2017 from Colorado, USA

The Mad Hatter @BarelaMike · 29 Aug 2017
Cc: @WynHere @AaronLott303 @RealAngryAndy @Sportster5280 NI70 tbh

Danielle Chavira @danielle_c8
#BREAKING A triceratops skull was found in Thornton!!! How amazing is that!?!? @ricksallinger will have more on @CBSDenver at 5 & 6

3 2

David O'C @Buffellow85
Follow

Replying to @BarelaMike @WynHere and 3 others
Proly died waiting for RTD FasTracks to complete the N line.
1:58 PM · 29 Aug 2017

2 Likes

1 2

Tweet your reply

The Mad Hatter @BarelaMike · 29 Aug 2017
Replying to @Buffellow85 @WynHere and 3 others
That could be true too...

1 2

David O'C @Buffellow85 · 29 Aug 2017
Need to complete the South expansion first because no one up North pays RTD tax.

1 2

Angry Andy #FireMacIntyre @RealAngryAndy · 29 Aug 2017
That's because our services for public transit are horse shit & a \$170 leisure we can't enjoy.

1 2

Tower Road Expansion

Media

[Tower Road to westbound Pena Boulevard ramp opens Monday morning](#)

October 29, 2018

The long-awaited ramp from Tower Road onto westbound Pena Boulevard officially opens at 10 a.m. Monday.

The ramp will provide a direct link to downtown Denver for both Denver International Airport travelers and residents of Commerce City.

Drivers have [long complained about the missing on ramp](#), which forces them to take Tower Road south to 56th Avenue to access Pena Boulevard. But the project was stalled by a lack of funding and red tape.

The FAA had concerns about the amount of non-airport traffic that would then use Pena Boulevard if a ramp was built. But the agency finally approved the project in 2017.

The new ramp will be a huge relief for many airport travelers who park at two lots north of the Tower Road and Pena Boulevard interchange — U.S. Airport Parking and Canopy Airport Parking. Drivers who pick up their cars will now be able to access westbound Pena Boulevard directly from Tower Road, instead of having to take Tower south or using E-470.

Neighborhoods in Commerce City north of the Rocky Mountain Arsenal Wildlife Refuge will also benefit from having a direct connection from Tower Road to Denver. Leaders expect there will be a business boom along Tower Road, likely including new hotels and restaurants.

Construction is still continuing on the Tower Road expansion. [More details on the project can be found here.](#)

[Denver, Commerce City working together to fix Tower Road bottleneck](#)

October 27, 2017

DENVER -- As Commerce City grows, so does traffic on Tower Road.

The street has been widened to four lanes in Commerce City, but is still only two lanes wide in Denver, from Pena Boulevard north to the Commerce City line.

That frequently causes traffic backups.

"Everybody's in a rush to get from point A to point B," said Adam Hernandez. "It takes a while to get through."

On Monday, the Denver City Council will vote on an intergovernmental agreement to widen the stretch of Tower in Denver.

Under the proposed agreement, Denver would pay for the cost of construction, but Commerce City would pay for the environmental analysis and design work.

Commerce City would also be in charge of construction.

According to the proposed agreement, Denver's share would be about \$6-million.

"Tower is considered a primary economic corridor because of its proximity to Denver International Airport," said Jodi Hardee, a senior communications specialist with Commerce City.

She said Tower serves as an important north-south route from people who live in the Turnberry, Buffalo Run, Fronterra and Reunion neighborhoods.

Hardee said Commerce City's population, currently 54,869, is expected to grow another 30 percent by the year 2035.

The widened stretch in Commerce City is still coned off to one lane in each direction. Hernandez said he can't wait until that changes.

"I'd like to see that road open up so we can get to work and get home as fast as we can," he said

YouTube

<https://www.youtube.com/watch?v=KQIMeRDkqo8>

2,281 views

Facebook/Twitter





Commerce City, Co
@CommerceCityCO

Follow

Join Commerce City in celebrating the completion of the Tower Road Widening Project! **WHEN:** 3:30 pm Tuesday, Dec. 5. **WHERE:** Northwest corner of E. 88th Avenue and Tower Road. (Follow directional signs for parking.) Refreshments and giveaways will be provided from local businesses!

Landing Event!



Join Commerce City in celebrating the completion of the

Tower Road Widening Project!

Thank you to 7-Eleven, Sonic Drive-In, and Starbucks for your support and helping thank commuters for their patience during construction.

Refreshments and giveaways will be provided from local businesses!

WHAT: Tower Road Widening Project Completion Ceremony

WHEN: 3:30 p.m. Tuesday, December 5th, 2017

WHERE: Northwest corner of E. 88th Avenue and Tower Road

Follow directional signs for parking.

Contact Us

Call 303-C3-WORKS (303-239-6757) or visit www.c3gov.com/QCL to learn more and stay informed.



10:00 AM · 1 Dec 2017

1 Retweet



Paolo Diaz shared a post.
December 5, 2017 · 🌐

Commuters rejoice! Driving down Tower Road just became easier.






Councilman Paolo Diaz
December 5, 2017 · 🌐

Like Page

Tower Road widening is now completed through the Commerce City stretch from 104th to 81st! Next step is to complete the Denver portion and the on-ramp to Peña.

39

2 Comments

39

Mile High Greyhound Park Redevelopment

Media

[New development project planned for old greyhound race track site](#)

July 5, 2018

COMMERCE CITY, Colo. — Commerce City took a big step forward in a multi-million dollar redevelopment project.

The project will break ground on a 62-acre plot of land that used to be home to the old Mile High Greyhound race track. The dog racing ended in 2008 and that track was demolished in 2012. For years, the city has been trying to decide how to use the land.

“It’s a very exciting redevelopment project for us. It’s also fairly unique, in a core part of Commerce City that’s a bit older. So, it’s very unique to have 62 acres of vacant land to redevelop,” City Manager Brian McBroom said.

At first, the city considered using the area for industrial development but eventually decided that was not the best plan.

Instead, the city council and Urban Renewal Authority recently approved a plan for the land to be used for homes, apartments and retail spaces.

“It’s important to the city for us to do it right and to us, doing it right means creating opportunity for new economic development in the city, new housing opportunities in the city and for it to fit into the fabric of those existing neighborhoods,” McBroom said.

While the majority of the land sits vacant, 2.5 acres were donated to Suncor for the creation of a new Boys and Girls club. It opened its doors a few years ago.

Some of the key projects will include the creation of three new neighborhood parks, a new recreation center, more roads and a new pool.

“All amenities are aimed at making Commerce City a great place to live with needed amenities,” McBroom said.

People living in the neighborhood near the lot say they are excited about the new development project.

“The plans looked really good,” said Mike Knapp. “I think anything that would make it look nice would of course increase the value of my property rather than looking at that mess.”

Meanwhile, Charles Cown has lived in the area for 30 years and has seen a lot of the changes, both good and bad. He says the city installed speed bumps on his street after a Walmart was constructed nearby and traffic increased through his neighborhood.

"We had to get the traffic to slow down some way because we had one dog get run over and some kids almost got hit," Cown said.

Still, he's excited about the new project for the old race track.

"I get tired of looking at an empty lot," Cown said.

His only request is for a new restaurant to be built somewhere in those 62 acres.

For now, the developers are working on finding investors and financing for the project before breaking ground next year.

Revitalization of Former Mile High Greyhound Park on Track to Begin Q2 2019

July 9, 2018

COMMERCE CITY, CO— The former site of the Mile High Greyhound Park is set to become a vibrant, mixed-use area in the coming years, combining residential, retail/commercial, civic and educational spaces that will hopefully help revitalize Commerce City.

The urban renewal plan was recently approved by the planning commission, Commerce City Urban Renewal Authority (CCURA) board and city council in June 2018. (Read more about the approval of the plan [here](#)).

REGen, LLC is the master developer for the project and construction is expected to begin in the second quarter of 2019.

The site has been officially designated an urban renewal area, which allows tax increment financing (TIF) to be used as a funding source for the redevelopment of the 65-acre site. The plan is designed to help provide important services, attract private investment, utilize underdeveloped land and leverage public investment and funding options to provide necessary public infrastructure.

Once the facilities greyhound racing ended in 2008, visitors and activity in the historic heart of Commerce City slowed. As a result, the Commerce City Urban Renewal Authority purchased the property in August 2011, intent on redeveloping the site as an economic engine for a new generation. Demolition of existing structures was completed in 2013 to prepare the property for development.

Development Goals

The community-supported vision for the site is a diverse mixed-use development that at full build out could create 1,454 permanent employees, generating \$65.4 million in income on an annual basis.

1. Create a flexible, master framework plan
2. Create a mixed-use and multi-use neighborhood
3. Provide a variety of retail and commercial development options

4. Create a community destination and sense of place
5. Provide space for the Boys & Girls Club and other service organizations
6. Hold a portion of the property for an institutional anchor while pursuing development on the remainder of the property.

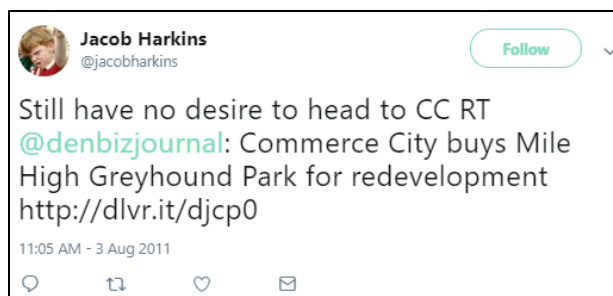
The CCURA has invested more than \$6 million in the property to date, including the abatement and demolition of 157,947 square feet of structures. Located in a Colorado Enterprise Zone and Urban Renewal Area, with access to several interstates and highways, the 65-acre site is a blank canvas to turn the vision into a reality that benefits the city and region for years to come.

YouTube

https://www.youtube.com/watch?v=Kh_WCIkehog&feature=share&fbclid=IwAR2t_Vi5i7VhU5VbiUoNJ_G7ZG0Up5ahSz7oqfjCi7BNpvGdIC9APh0H0wM

1,823 views

Twitter/Facebook





Commissioner Eva Henry
 June 20 · 🌐

Like Page

...

Congratulations to Commerce City! A portion of this project will include affordable housing.
<https://crej.com/.../mile-high-greyhound-park-redevelopment-.../>



CREJ.COM
Mile High Greyhound Park redevelopment reaches milestone - Colorado Real Estate Journal

 7



Jerryw Cusick shared a link to the group: If you grew up in the Dog Business, you remember.....
 May 4, 2017 · 🌐

One sad week.



YOUTUBE.COM
Mile High Greyhound Park Demolition 2013
 The Demolition of Mile High Greyhound Park in Commerce City Colorado 2013

 7
 4 Comments 4 Shares

 Like
  Share


Jerryw Cusick Brenda Evanick. My Son and me put this together, and I picked the Music Arrangements.

 Like · 1y
  2


Jerryw Cusick Michael House

 Like · 1y
  2


Greg A Mowry THANKS i grew up less than a half mile from there my family farmed land east of track became a trainer 1976 worked track 73 to 75 as dish washer and groom

 Like · 1y


Pete Luec I grew up in the kennels and the track I was all over that place like a bad rash thanks for your video

 Like · 1y
  1


CBS Denver
November 11, 2012 ·
Like Page
...

Will you miss the memories you made here, or are you glad the dogs are no longer racing? And what would work best in the new development?



DENVER.CBSLOCAL.COM
Demolition Of Mile High Greyhound Park Begins - CBS Denver
The former Mile High Greyhound Park in Commerce City will soon be history.

5
13 Comments
2 Shares

Like
Comment
Share

Write a comment...

Most Relevant ▾



Emily Gillis I am thrilled that the dogs are not racing as I found it very cruel. About what to put there how about making a park.

Like · Reply · 6y



Troy June Younger Check out the Commerce City Historical Society Facebook page for more pictures and video of yesterday's demolition ceremony.

Like · Reply · 6y



Troy June Younger Andrew Tanner, the Commerce City Historical Society was able to save key memorabilia from the former dog track and hope one day to include it in a museum.

Like · Reply · 6y



Nicholas M Kropelnicki Ah hell, how about another walmart?

Like · Reply · 6y



Juan Miguel de Ulibarri When I was working there as a parking attendant, back in the 80's, our biggest concern was trying to stop the nightly auto thefts. Today? Former racing slaves are bused in to Denver (on Greyhound!?) and prettied up every month at Muddy Paws in the Northside for their new lives. A dog park would be awesome!

Like · Reply · 6y



Cher L Williams thank God!

Like · Reply · 6y



Alice Ponce Deanda Affordable apartments with shops where people from the apts could shop without having to drive there. Senior apts would be good.

Like · Reply · 6y



Dan J Martinez I'm very glad that the dogs are no longer racing there!!

Like · Reply · 6y



Renata Delaney How about AFFORDABLE HOUSING...for the homeless who have nowhere to live?

Like · Reply · 6y



Jasmine Adamson Model airplane field!!!

Like · Reply · 6y



Brian Crandall gambling is for Idiots. Save money for retirement instead.

Like · Reply · 6y

Appendix B – Stakeholder Interviews

Stakeholder Interview

Jose Garcia - Palabra de Vida Church

Attendees: Amy, Francisco & Katie

Date: November 26, 2018 – 10 a.m.

Interview Questions

Note: Interview was conducted in Spanish

1. How long have you been living/working in Commerce City?
 - 17 years
2. What is your favorite part about this city? Least favorite?
 - Likes that the city is improving, new rules like cleaning are being upheld and the water/sewer system is improving, big improvement from 2008 when businesses had bars (?) on the windows.
 - No least favorite part, good relationship with the city.
3. What kind of frustrations do you hear your fellow community members express related to transportation in and around Commerce City?
 - Exiting the church is a complaint, the light at rosemary, traffic on 88th, meeting here you are at the mercy of the train, you can be 15 min late because of waiting on it. But you can see it from the window of the church so you can see when someone is going to be late
4. What kind of frustrations do you hear your fellow community members express related to Commerce City's communications with citizens?
 - Only a few of the congregation live in Commerce City, they come from Aurora/Brighton/Westminster. So no info on communication with Commerce City.
5. What communication outreach tools does Commerce City use that are helpful to you?
 - Mail, the city use to have community meetings up to 1.5 years ago, but they haven't since. It's a possibility to use the church for meetings.
6. What mode of transportation (walk, bike, drive/carpool/rideshare, public transit or a combination) do you use when using 88th Avenue?
 - Too many accidents are happening on Rosemary (88th to fire station). He would want to talk with the police department there have been so many, it's a concern of his congregation. He primarily drives cars to church, as does most of the congregation.
7. How often do you use 88th Avenue (whether you drive, walk, bike or take public transit) to access work, home or recreation/entertainment?

- Jose personally drives here every day, the congregation is three times per week when they meet at the church (200 people). Jose's son is in charge of the church's Facebook page, lots of activities going on!
8. What transportation/mobility issues do you witness/experience along 88th Avenue?
 - Something needs to be done – he is in favor of widening it
 9. Do you see any potential risks with widening 88th Avenue in this neighborhood?
 - Delays during construction
 10. Are you in favor of, against, or indifferent about widening 88th Avenue?
 - In favor of the project
 11. Do you believe community members would feel in favor of, against, or indifferent about widening 88th Avenue?
 - Even with construction impacts, the community will just allot extra time and they will still come. The church will disseminate info to everyone and encourage them to follow all rules during construction.
 12. What transportation facilities work great along 88th Ave? What needs improvement?
 - No improvements are needed
 13. What are your feelings about the railroad crossing at 88th Ave & Rosemary? Why?
 - A grade separation has been part of his desires for many years, there are times that the church has to start without him because he is stuck behind the train! The same train will go back and forth and keep it blocked for a long time.
 14. Are there any public, special interest or stakeholder groups we should give special attention to when performing outreach for this project?
 - The drive-in, they do not have events at the church on Friday and Saturday evenings because of the drive in traffic. An issue is when people park in the church parking lot to watch the movie for free and leave trash. So the pastor will stay or come and clean the parking lot after the movie traffic leaves. He will occasionally have to call the police because things left are inappropriate for children/the congregation.
 15. What form of communication do you believe is best for reaching community members in this area?
 - Email or snail mail (mailer)
 16. What is the best way to reach you in the future?
 - Email: jagjanitorial1962@gmail.com
 17. Would you be willing to be a project ambassador to help us promote opportunities for public engagement?
 - Yes. no church newsletter, but jose will tell people info during gatherings.
 18. Is there anything else you would like us to consider for this project?
 - People can go around the construction. Consider widening rosemary, the traffic is high regardless of the train. Widening 88th may increase awareness that the church is there. This building was a school, he was able to take over under the promise to keep the landscaping and building maintained. But he would like to get sidewalk connected. The roadside ditch along Rosemary is a hazard, people swerve avoid accidents and get stuck in the ditch.

- Jose wants to make sure when rosemary is widened that there is sidewalk on it – who can he contact to make sure that's part of the plan? Would like to make sure there is sidewalk on the east side. He has the workers available to do it immediately if they can get plans/permits approved by the City.
- He could post things on the church Facebook page if needed. The info will be distributed in Spanish. If the info in English only, the congregation will assume it's not important (he laughed, but was serious).

Other things he chatted about: He is about to pay off the mortgage for the property, he doesn't get a salary from the church though, the church covers utilities but if there isn't enough he covers it. His son and wife provide leadership at the church as well. As soon as the mortgage is paid he plans to expand the building. He can pay for installing new windows, his congregation will volunteer labor. He got a good deal on the building, but has improvements to make. He partners with the city for some events already. He also has a senior citizen ministry. The bilingual youth are trying to do outreach to English speaking only to those that are shut-ins. When he started building the church he was just a minister but not the lead pastor, he has since taken over. His passion is to have a church helping others. He has a separate full-time job that he took time away from to meet with us. This is an independent church, but not a 501(c)3.

Stakeholder Interview

Pete Gunderson – Real Estate Agent

Attendees: Francisco & Katie

Date: November 26, 2018 – 12:30 p.m.

Interview Questions

1. How long have you been living/working in Commerce City?
 - He has been working in Commerce City for 25 years.
 - Land owner on the corner of 88th Avenue and Highway 2 for 20 years.
2. What is your favorite part about this city? Least favorite?
 - Politically they are trying to do things to improve social welfare by enhancing roads and education.
 - Most instances they have been helpful with a few roadblocks along the way.
 - They are progressive in home building and just finished a recreation center which is very impressive.
 - Least favorite - Government and how slowly it moves
 - At odds with planning and permitting, try to do everything he can to speed up the process
 - Project now has gone on way too long because of bureaucracy
 - Fort Lupton, Brighton, water and industrial real estate – very cooperative and their planning process is a lot faster.
3. What kind of frustrations do you hear your fellow community members express related to transportation in and around Commerce City?
 - N/A
4. What kind of frustrations do you hear your fellow community members express related to Commerce City's communications with citizens?
 - N/A
5. What communication outreach tools does Commerce City use that are helpful to you?
 - Face-to-face is always preferable.
 - He doesn't own a computer – get in to see mayor, etc. and have been very responsive, to their willingness to meet with them.
6. What mode of transportation (walk, bike, drive/carpool/rideshare, public transit or a combination) do you use when using 88th Avenue?
 - Uses his car – doesn't have a bike or walk long distances
7. How often do you use 88th Avenue (whether you drive, walk, bike or take public transit) to access work, home or recreation/entertainment?
 - Regularly about once or twice a week
 - Use it for work – 88th ave, rosemary, 96th ave – where real estate work takes place
 - Corner of 88th and hwy 2 – owned it for 20 years 1.7 acre of industrial

- What made you purchase that land? Thought it was a great place for a convenience store, sold off part to commerce city to make a better intersection – had about 3-4 acres, and sold half to CC 10 years ago
 - Been marketing it and haven't found the right user
 - Public works is close by – could be a City service center
8. What transportation/mobility issues do you witness/experience along 88th Avenue?
 - Traffic – flee market, UP closes road, Yosemite and 88th
 - A lot of truck traffic
 - Haven't seen a lot of people walking, few bicycles, 88th is a safety issue
 9. Do you see any potential risks with widening 88th Avenue in this neighborhood?
 - Condemnation issues, replacement for utility lines, particularly if you widen it, increase ROW and easement, private property rights – landscaping- lighting- access
 - Light at Yosemite and 88th
 10. Are you in favor of, against, or indifferent about widening 88th Avenue?
 - Very much in favor – anything that will improve the value of property, easier access – lighting will become safer, less congestive
 - As long as it doesn't mean a tax increase
 11. Do you believe community members would feel in favor of, against, or indifferent about widening 88th Avenue?
 - Don't know – people in development will be in favor, residents on south side might not be in favor of it because of construction and congestion and condemnation
 12. What transportation facilities work great along 88th Ave? What needs improvement?
 - Only seen a couple buses there, - one stop in front of the flea market, doesn't go across rosemary not a frequent route
 13. What are your feelings about the railroad crossing at 88th Ave & Rosemary? Why?
 - Don't think it's feasible or practice
 - Very definite – referring to 96th avenue – commerce city for 20 years now, when Perry was city manager, he envisioned doing a fly over – UP said fine, but not contributing money to it – been at a stale made, don't know how to fund it, talking 20-30M – same thing for 88th – not going to see it in his lifetime. He has talked to the VP in real estate in Omaha, no intention to contribute, they don't care if it's done or not done – CC to work with UP to split rail road cars so traffic can go through
 - Stopped at all the crossings – automobile off loading at 96th – see 100 cars back up – split the train so traffic can go through
 - Bottleneck – solution isn't a fly over but good coordination with UP to split the trains so the crossing can remain open.
 14. Are there any public, special interest or stakeholder groups we should give special attention to when performing outreach for this project?
 - Arsenal across the road, government
 - O brain canal – flea market and UP – Farmers reservoir irrigation company (FRICO) Brighton offices – leaves the Platte to Bear Lake – run water 12 months a year

- South adams county water and sanitation district – Jim Jones offices in CC - 303-288-2646 – Debbie Evans

15. What form of communication do you believe is best for reaching community members in this area?

- Open house, at rec center in commerce city headquarters, important to have an open forum and not just letters – explain everything and get public input – alleviating anxiety – home owners will have a lot of questions about home value, land acquisition ROW payment,
- What is the current ROW on 88th Avenue???

16. What is the best way to reach you in the future?

- Phone

17. Would you be willing to be a project ambassador to help us promote opportunities for public engagement?

- Yes

18. Is there anything else you would like us to consider for this project?

- Important to release information that you have when you're doing it, copies of surveys, GIO tech, traffic information, etc. – Pete wants a copy of it and should provide it to all land owners – will lead to the success of this project
- Traffic, drainage, environmental – all the studies provide info
- brian
- UP railroad
- Traffic light at rosemary – need improvement – excel decal –
- Drive thru
- Ulster and 88th to the stouth – Steel place will be bringing in a Railroad spur that comes off HWY 2 – under construction now
- **Yosemite and 88th – SW corner – in 2006 signed a development agreement with the city that they would extend Yosemite over the O'Brian canal – Roger is now deputy city manager – cost 2.3M and city agreed to it. Extending Yosimite connecting 96th to 88th – now you have to go way to the east and curl back to Heinz way – a straight shot – the truck traffic is unbelievable – that would alleviate – negotiated with CC and agreed they would pay for the connection over O'Brian, it's already to 93rd**
- Lighting and landscaping
- Turn lanes
- **Utilities – have we been in touch with them?**
- Industrial companies on north side – Lowes, food people, FedEx – possible companies to provide money for this

Stakeholder Interview

SSS Steel – Sam Stein, Rod Fisher

Attendees: (phone call) Cristina, Katie

December 4, 2018 @ 12 p.m.

Interview Questions

1. In response to project description (specifically, the addition of the railroad crossing)
 - SAM
 - Would be tough to do it
 - Had to build an at-grade bridge over a pipeline and that was a nightmare
2. How long have you been living/working in Commerce City?
 - SAM
 - Business began in commerce city in 2004
 - Personally, since 2016
 - ROD
 - Was born in Commerce City, moved away, then moved back in 2nd grade
 - Has been there for about 40 years
3. What is your favorite part about this city? Least favorite?
 - SAM
 - Wish there was more food options, restaurants near the office
 - ROD
 - The City has changed so much. Now you have 2 separate sides - the industrial side and the more high-end residential side. It is so split up
 - It is a tight community
 - Population mix has changed depending on where you're looking
 - Unincorporated Adams county is lower income
 - HWY 2 North – middle class/higher income
 - At the high school, English is the second language
 - There has been a big switch to other schools in the area away from Adams City – from an education perspective, it's behind the curve (Brighton school districts)
 - Drawbacks to living in Commerce City area is the high school
4. What kind of frustrations do you hear your fellow community members express related to transportation in and around Commerce City?

- SAM
 - It is annoying to have to drive through construction areas
 - ROD
 - Biggest problem is Santa Fe railroad line –runs through Commerce City parallel to 76/85
 - It is a nightmare when moving cars across – sometimes have to wait for up to half an hour. This happens twice a day
 - Surprised there hasn't had a lawsuit because someone has been in an accident and emergency vehicles cannot get to the other side
 - Backs up 88th Avenue
5. What kind of frustrations do you hear your fellow community members express related to Commerce City's communications with citizens?
- SAM
 - Worked with a lot of different departments throughout Commerce City – experience varies
 - Economic development was very helpful
 - City planning and public works – stuck in their own way sometimes
 - Not just slow, also so rule-bound. Makes it so difficult to develop
 - Had to get a City Council ordinance to change the landscaping on property
 - All the same bureaucracies that other big cities have
 - No one wants to go the extra mile to get the project to work – just wants everyone to follow their rules
 - Makes development so difficult
 - Owns 55 acres, only using 21 acres. The rest could sell or lease but development is so deterred
 - ROD
 - Depends on what side of the tracks you're on
 - On the new side, City does a good job on that end
 - On the unincorporated side – most of that side is rental properties so it's tougher to reach them, get their input
6. Do you see these roadway improvements as helpful?
- ROD
 - In the very long-run, it helps
 - But in the short term does not help
 - No one is going to want to buy a piece of land when the streets are under construction
 - Would like to know construction timeline – we will keep him in the loop as design progresses, traffic phasing, etc.
7. What communication outreach tools does Commerce City use that are helpful to you?
- ROD
 - Emails, text messages, small local newspaper
 - SAM
 - Infrequent – usually only get contacted when they need something directly

8. What mode of transportation (walk, bike, drive/carpool/rideshare, public transit or a combination) do you use when using 88th Avenue?
- ROD
 - Car
 - RTD in that area is pretty much non-existent. Closest stop is a ways away
 - Really not many other options
 - Not going to draw many employees if there are no transit options – it is a drawback for employees
 - SAM
 - Car
9. How often do you use 88th Avenue (whether you drive, walk, bike or take public transit) to access work, home or recreation/entertainment?
- ROD
 - Every day – to access work, constantly
10. What transportation/mobility issues do you witness/experience along 88th Avenue?
- ROD
 - Back up from railroad
 - Truck traffic – so much industrial, this is a relatively newer problem
 - Good access points at the Lowes, FedEx, food processor, etc. – major transportation hubs
11. Do you see any potential risks with widening 88th Avenue in this neighborhood?
- ROD
 - One huge benefit is that it would allow you to have turn lanes – especially with truck traffic, it can be tough into those properties, double lane would be great
 - But there needs to be some sort of plan with the rail
 - Overpass over the rail would be great
 - SAM
 - Rod covered it
12. Are you in favor of, against, or indifferent about widening 88th Avenue?
- ROD
 - Don't know what the cost is – but generally in favor – would have a positive effect especially if widen and add overpass
 - SAM
 - Cautiously in favor – if it is done the right way so that it doesn't interrupt the businesses in the area and doesn't disrupt existing traffic patterns, and is cost-effective
13. Do you believe community members would feel in favor of, against, or indifferent about widening 88th Avenue?

- ROD
- 4 lanes would impact either the property at flea market or at trailer park. Outside of that, unincorporated Adams County – little impact for the most part
- Think there is enough room easement-wise to do what need to do

14. What transportation facilities work great along 88th Ave? What needs improvement?

15. What are your feelings about the railroad crossing at 88th Ave & Roselyn? Why?

- ROD
- Sometimes the employees experience issues here / truck-flow – business decisions are made around the timing of the railroad crossing

16. Are there any public, special interest or stakeholder groups we should give special attention to when performing outreach for this project?

- SAM
- None that he's aware of
- ROD
- None that he's aware of

17. What form of communication do you believe is best for reaching community members in this area?

- ROD
- We've had good luck with postings for town hall meeting – flyers/neighborhood signage – posted in vacant lots along 88th
- Suggested hosting the meetings in either:
 - New rec center off HWY 85
 - Maintenance facility

18. What is the best way to reach you in the future?

- SAM
- Email or phone
- ROD
- Email

19. Would you be willing to be a project ambassador to help us promote opportunities for public engagement?

- BOTH
- Depends on level of involvement
- Would want to look at everything first
- Would be willing to use their networks – have a number of employees that live in / around the area
 - Currently about 75 employees at that location

20. Is there anything else you would like us to consider for this project?

- BOTH
- Timeline?

Stakeholder Interview

Vik Navin – Flea Market

Attendees: Gary, Amy, Francisco & Katie

Date: December 5, 2018 – 2 p.m.

Interview Questions

1. How long have you been living/working in Commerce City?
 - Lives in Broomfield, working here 2.5 years, 42nd year total the flea market has been there.
2. What is your favorite part about this city? Least favorite?
 - Great to work with commerce city. Least favorite part is that 88th, the railroad, need improvements and a facelift
3. What kind of frustrations do you hear your fellow community members express related to transportation in and around Commerce City?
 - Staff takes public transportation to get here, the nearest bus stop is at Wikiup so they have to walk through the mud because of no sidewalks to get here. 7-8% of staff take the bus. Booth helpers take public transit as well. Difficult to get left out of the 88th exit. They have 5-6 uniform traffic control on site Sat and Sunday. Would maybe only reduce the numbers by 1 (they serve the whole property) if the traffic wasn't an issue. The entrance becomes an in/out on Mon-Thurs. South entrance can become an exit as well in an emergency (lightning storm).
4. What kind of frustrations do you hear your fellow community members express related to Commerce City's communications with citizens?
 - N/A
5. What communication outreach tools does Commerce City use that are helpful to you?
 - N/A
6. What mode of transportation (walk, bike, drive/carpool/rideshare, public transit or a combination) do you use when using 88th Avenue?
 - Drive. Thursdays semi's access the property. Food delivery.
7. How often do you use 88th Avenue (whether you drive, walk, bike or take public transit) to access work, home or recreation/entertainment?
 - Everyday
8. What transportation/mobility issues do you witness/experience along 88th Avenue?
 - Traffic from 76 SB turning left onto 88th seem to fight with thru traffic (maybe running red light?). The flea market does control the signal when needed via the uniformed police. He spoke of crashes that have occurred at the 88th exist where limited sight

distance turning is left (SB to EB) out – one of his employees was severely hurt in one such crash.

9. Do you see any potential risks with widening 88th Avenue in this neighborhood?
 - No, will only make it better. More people have been using it. With the development behind the Dicks Sport Goods, more traffic has been using it. General growth of the area. Easiest way to get to Stapleton if you're avoiding I-76
10. Are you in favor of, against, or indifferent about widening 88th Avenue?
 - In favor of the project. The area recognizes the need
11. Do you believe community members would feel in favor of, against, or indifferent about widening 88th Avenue?
 - In notes below
12. What transportation facilities work great along 88th Ave? What needs improvement?
 - In notes below
13. What are your feelings about the railroad crossing at 88th Ave & Rosemary? Why?
 - Causes congestion. Long trains can cause backups onto I-76 too. He notices coal trains, some AMTRAKs
14. Are there any public, special interest or stakeholder groups we should give special attention to when performing outreach for this project?
 - The drive-in
15. What form of communication do you believe is best for reaching community members in this area?
 - The flea market has a website and a Facebook page, they can hand stuff out for us, we can use their digital sign along I-76. 65-75% Hispanic community. They do a survey every year. They can share the results with Katie. The biggest draw is the farmers' market. Survey is done every September.
16. What is the best way to reach you in the future?
 - Email
17. Would you be willing to be a project ambassador to help us promote opportunities for public engagement?
 - Yes.
18. Is there anything else you would like us to consider for this project?
 - Flea Market has done a traffic study, a few years ago when the flea market was annexed to Commerce City.
 - Gary's questions – verification that at times traffic into the flea market backs up only I-76. Only event hosted at the flea market is the haunted house.
 - Open year round, flea market Fri/Sat/Sun. Sunday is the busiest. Mid Feb – end of Oct. May/June/July peak. Entrance counts available per person. Two entrances (south/west entrances). 7-8am slow, 11-12 peak hours' entrances. 11-3pm big backups happen into the flea market. Trains stopping on the track 1-2 hours. Peak attendance is 30,000 on the weekends, 16,000 on Sundays; there are 4200 (maybe 4500?) parking spaces. Vik indicated that there is "plenty of parking available" it's a

60 acres park, 20 acres is shops and buildings, the 40 acres is parking and driveways. He noted that there is

- We can take counts in Feb, apply a seasonal factor, and from a historical graph figure out that factor. Entrance numbers to be provided to us in Excel.
- No transit (shuttle in buses from external lot) available, probably would not be used/practical for people bring/taking items to sell/buy.
- No perceived loss of revenue from the train blockages

Stakeholder Interview

Susan Kochevar – 88th Drive-in Theater

Attendees: Chuck, Amy, Francisco & Katie

Date: December 18, 2018 – 2 p.m.

Interview Questions

1. What are your peak hours and months of operations?
Our peak months are March - November between 3:30pm and 11:00pm. However, our customers exit the property as late as 4am at the peak of the season in June and July and the length of the movies.
2. When do your customers experience the most congestion on 88th Avenue?
Our customers experience congestion on 88th Avenue during evening rush hour and when a train is either passing or sitting on the tracks for an extended time.
3. How long have you been living/working in Commerce City?
There are less than 325 drive-in theatres remaining in the United States. In 1958 there were over 4000. Commerce City has one of the few remaining drive-ins. The 88 Drive-In Theatre is one of Commerce City's unique, historical businesses. The theatre was built in 1972 and my family bought the drive-in theatre in 1976.

Over the past 42 years we have established a metro-wide community and often get international travelers who specifically want to visit an American drive-in.

We have offered the community a place to enjoy an experience under the stars sharing time with family and friends, enjoying popcorn and snacks as well as teaching their children to toss a ball.

The Drive-In offers low-cost entertainment with three features per evening. For many, especially for those with children, we are the only entertainment they can afford.

It would be a sad day for Commerce City when a beloved business, nostalgic for some and retro for others, had to close because of poor planning on the part of the city. Commerce City is known for its drive-in, and is owned by an Adams City High School graduate. My business has been a stable part of the city for 42 years.

4. What is your favorite part about this city? Least favorite?
My favorite part of Commerce City is watching the sun set as customers are piling into the drive-in, sharing snacks with family and friends. Children and adults alike are laughing and playing ball.

My least favorite part of Commerce City is its local government. The prevailing attitude seems to be that Commerce City's citizens and businesses are not good enough in the city government's eyes. There is no appreciation for its rich history or what the citizens want.

5. What kind of frustrations do you hear your fellow community members express related to transportation in and around Commerce City?

Citizens have complained about poor planning regarding roads which increased traffic on road that were not large enough to accommodate all the vehicles or forced traffic patterns that should not be converted to a larger road.

6. What kind of frustrations do you hear your fellow community members express related to Commerce City's communications with citizens?

Commerce City does not communicate with its citizens, but rather dictates. Police are sent to communicate where city council or city staff should be communicating. Other business owners report being threatened.

Apparently the city has been planning to make changes to 88th Ave. and Rosemary Street for over a year and have not bothered to contact me. The Environmental Assessment Team for HRD, Inc. was told the city did not have my phone number. She reached out to me through my campaign website. I do maintain a website and Facebook page and I am easily reachable through those platforms.

I am also at my business every evening during the summer months.

The Fire Department had no trouble finding my new home in Commerce City, knocking on my door and asking if I would put a political sign on the theatre's frontage.

7. What communication outreach tools does Commerce City use that are helpful to you?

As far as I can tell there are no tools. It is unreasonable to expect business to continually check a website, if such exists.

8. What mode of transportation (walk, bike, drive/carpool/rideshare, public transit or a combination) do you use when using 88th Avenue?

Drive

9. How often do you use 88th Avenue (whether you drive, walk, bike or take public transit) to access work, home or recreation/entertainment?

Twice per day, March - November, rarely December - February.

10. What transportation/mobility issues do you witness/experience along 88th Avenue?

All forms of transportation. The morning and evening rush hour becomes extremely congested. Even a few times during the day on weekends there is congestion due to Flea Market visitation, a train stopped for sometimes 2-3 hours, or work on the railroad due to faulty tracks or malfunctioning guard-arms.

11. Do you see any potential risks with widening 88th Avenue in this neighborhood?

Some of the business along 88th maybe financially damaged. Some homes in the trailer park or neighborhood to the East of Rosemary may be lost which could be tragic for some of the residents. Commerce City could lose a stable, historical business beloved by the community.

12. Are you in favor of, against, or indifferent about widening 88th Avenue?

If the trains could be held to the legal limit of 20 minutes for road blockages, the road may not need a bridge. This would be a more cost effective option and limit any potential right-of-way takings near the theatre. It would also ensure access to all current businesses and property owners.

Our neighboring FedEx and Lowe's distribution centers suffer from the traffic conditions on 88th continually, and if there is increased traffic due to construction or expansion this may put a strain on their business due to promised yet unfulfilled delivery deadlines. For us, it means longer wait lines at our box office and agitated customers who may not want to sit through the bumper-to-bumper traffic, and if they do stay they may not make the movie on time and will hurt our business.

We request a copy of the traffic study showing the current level of service of the roadway and projected traffic impacts to the theatre for all proposed alternatives. It is imperative that all businesses in the corridor maintain full access to their properties. For the 88 Drive In, we need both our entrance and exit to maintain full access as well.

13. Do you believe community members would feel in favor of, against, or indifferent about widening 88th Avenue?

I think they would be in favor of reducing the time the trains can block 88th.

14. What transportation facilities work great along 88th Ave? What needs improvement?

There are no transportation methods that are currently effective on 88th Ave.

15. What are your feelings about the railroad crossing at 88th Ave & Rosemary? Why?

The trains block the road for over an hour almost daily it seems which I believe violates Federal law. It seems more cost effective to the citizens to hold the trains to the law than widen the road.

16. Are there any public, special interest or stakeholder groups we should give special attention to when performing outreach for this project?

Yes, all of the citizens must be allowed to give input as it may affect a beloved business. Communities all over the country are demanding small, unique businesses and Commerce City has one at that location. All citizens that work or live in Commerce City should be notified and surveyed.

17. What form of communication do you believe is best for reaching community members in this area?

The City Council member should reach out to the community and the businesses. They represent the citizens, but it seems city staff pushes agendas. It has created a divide between Old Commerce City and New Commerce City. The best methods of contact for most people are via the internet. I would recommend an email list citizens can be notified

of and an opt-in to receive newsletters and links to surveys for public input. It may also be wise for Commerce City to increase their presence on the Nextdoor app, as this is becoming a way for neighbors and community members to interact.

18. What is the best way to reach you in the future?

Email

19. Would you be willing to be a project ambassador to help us promote opportunities for public engagement?

I would be willing to promote engagement and input from the citizens and businesses.

20. Is there anything else you would like us to consider for this project?

Citizens are only being given part of the picture. It is alarming that only one of three phases of this project from the Irondale plan is being discussed. Due to the space requirements of a bridge, my business could be greatly damaged or ruined. In addition, the tie-in at Rosemary Street to the proposed grade separation could involve additional right-of-way for the improved intersection. There are plans to widen Rosemary also. Adding turn lanes and perhaps even a lane each way would elevate a lot of traffic and not impact my business too much, but the City had statements (Relocate Rosemary to the east) and typical street sections i.e. the “unconstrained option” for Rosemary in the Irondale Plan which would destroy the drive-in. We need every parking space including our big driveways to accommodate all of our customers. We cannot even meet the demand we have now due to our large volume of dedicated and loyal patrons.

Movie studios take most of my Box Office income to pay the people who make the movies, so a loss of a few spots will result in the loss of the theatre.

It is imperative that 88th Avenue and Rosemary Street remain within their current footprints or rights-of-way. Our current privacy fence line must be maintained in its current location. In addition, we must maintain full access to both our entrance on Rosemary Street and exit on 88th Avenue at all times during and post construction.

ADDITIONAL NOTES FROM MEETING:

Railroad over or under? We can't change the grade of the RR so we need to have the roadway pass over.

Survey just came in last week – don't have utilities – have a good idea of ROW, but not property corners and such

Susan has a survey from 2015 – David to provide – includes fence around drive-in

How would the tie-in for the bridge look like? Walls or land and grade it out – preliminary alignment showed touchdown after (23.5 RR clearance) constrained by 6% by CDOT road policy

Most work on Rosemary would be additional capacity – double left lanes, free right, etc.

Impacting her fence line would damage her business – if she doesn't keep theater full, can't get pictures for customers – every spot is important for box office sale – moving the fence isn't an option

Can widen the road without impact – right? Our project goals, improve capacity with minimizing impacts to ROW and businesses

Traffic flow, come in, left or right turn off rosemary – box office right there – must enter from the north and south

Getting an emergency vehicle in when the front is full, need the north exit

Accidents by drive-in exit from people making U-turns –

Three features per night

Try to extend the project back to make everything flow better – less traffic

Back-up happened three times, only on weekends, only some weekends

Anything we can do to improve Rosemary would improve 88th

You can go all the way up to the fence, she doesn't care about that, just as long as the fence doesn't move

Power poles are a pain, people will hit those too – knocked out their power supply

Power going underground instead of moving poles – yes that's a possibility, Xcel would have to do that at their cost

If removing ditch, needs to be re-dug – storm sewer along with this project, urban drainage Instead of open ditch – using curb and gutter and inlets

Drainage from the church and city property is terrible – didn't do anything to mitigate that Is regional drainage a part of your scope? No not yet, we aren't excluding it

How would you work with Susan during the construction phase – what access would her clients and contractors deliver to the property, when would it impede access – how does that look?
- until we get the ROW, we won't know that exactly – committee to keeping one lane of traffic open at all times

Not just weekends – 7 nights a week!! Must have access
- Trash truck, delivery, pick-ups, etc.
5/5:30 p.m.

We can put language in the plan on construction timeframes and when they need to provide access

Construction would take around 1 year

Construction of the bridge likely won't impact her

Lighting – Linage lights – customers complain
Other street lights are great and Lowes is helpful

Paid advertisements on screen – menu to hang on visors,

Any plans going into her fence line? No

Would a slope be a temporary easement or permanent ROW – permanent easement

High-pressure gas line along rosemary

Team to research their set-back laws

Maintenance – mow the grass and trim – would be helpful to get rid of grass and add big rocks so people can't park

Do you have any info on amount of people coming in? Only have ticket sales, not vehicle counts

Drive-in has 500 spaces

Light and noise are big things to keep in mind – good mitigation options, fracking lighting/wall – eye beam

Back when her dad owned it, they paid money into an escrow account for sidewalks – make sure that drive-in


Stakeholder Interview

FedEx - Preston von Grabill

Attendees: Cristina, Katie

December 31, 2018 @ 10 a.m.

Interview Questions

1. How long have you been living/working in Commerce City?
 - Live in Arvada
 - Began working in Commerce City in 2012
2. What is your favorite part about this city? Least favorite?
 - Favorite part – the revival of the city. The northern part has really developed
 - Least favorite part – the older part of town / the dog track
 - Explained that his understanding is that not much zoning took place a long time ago, which resulted in residential properties next to factories. It seems as though the City is trying to change that, but the old legacy is lingering
3. What kind of frustrations do you hear your fellow community members express related to transportation in and around Commerce City?
 - Trains! This is the major one. Especially at Rosemary and at Hwy 2
 - The rail yard for switching trains is apparently what causes the backups, and causes the whole corridor to become blocked
 - Big concern
 - Along 88th, it is especially dangerous for pedestrian traffic. There are no sidewalks, no street lights, heavy truck traffic, and a lot of large trucks turning southbound into neighborhoods
 - No bus lines, so difficult for lower income people to get in and around Commerce City
4. What kind of frustrations do you hear your fellow community members express related to Commerce City's communications with citizens?
 - 
5. Do you see these roadway improvements as helpful?
6. What communication outreach tools does Commerce City use that are helpful to you?
 - Never been contacted by the City because not a resident

7. What mode of transportation (walk, bike, drive/carpool/rideshare, public transit or a combination) do you use when using 88th Avenue?
 - Always drive 88th Avenue
8. How often do you use 88th Avenue (whether you drive, walk, bike or take public transit) to access work, home or recreation/entertainment?
 - Twice a day – to and from work
9. What transportation/mobility issues do you witness/experience along 88th Avenue?
 - Lighting along 88th is a big concern (along 96th as well)
 - Right turns into neighborhoods are very difficult
10. Do you see any potential risks with widening 88th Avenue in this neighborhood?
 - No, only see upsides. With heavy tractor-trailer and just having one lane, it causes slow traffic. Then cars try to go around, and it is very unsafe. I don't see any concerns because it will improve the safety
11. Are you in favor of, against, or indifferent about widening 88th Avenue?
 - Definitely in favor
12. Do you believe community members would feel in favor of, against, or indifferent about widening 88th Avenue?
 - Believe the community members would also be strongly in favor
13. What transportation facilities work great along 88th Ave? What needs improvement?
14. What are your feelings about the railroad crossing at 88th Ave & Roselyn? Why?
 - It's terrible – almost treacherous
 - Months ago it was re-done it and it made so that it was almost impossible to drive over
 - Being stopped by the train causes lost revenue and efficiency. Drivers for delivery try to avoid it but sometimes there is no way around it
15. Are there any public, special interest or stakeholder groups we should give special attention to when performing outreach for this project?
 - None that he can think of – the large one down the street is a little different because they are turning left into a yard as opposed to a side street, so curious as to what they experience
16. What form of communication do you believe is best for reaching community members in this area?

17. What is the best way to reach you in the future?

- Email or phone

18. Would you be willing to be a project ambassador to help us promote opportunities for public engagement?

- Absolutely – would be happy to push word out to employees, send them opportunities for engagement, etc.

19. Is there anything else you would like us to consider for this project?

- Consider roundabouts as opposed to metered lights – very efficient, especially with truck traffic
- Not particularly – assuming that project team is taking into consideration which materials will be best for the roadway given the fact that it has high truck traffic (concrete vs. asphalt, etc.)

Stakeholder Interview

FRICO – Scott Edgar and Eve Craven

Attendees: Amy & Katie

Date: January 7, 2019 – 2:30 p.m.

Open Discussion Notes

- Introduction to the project
- Neither Scott nor Eve live in Commerce City (and try to avoid driving the corridor, I assume from traffic congestion)
- FRICO has 22 miles of the O'Brien Canal and 8-12 miles of the Burlington Ditch that run through Commerce City so they work with the City often
- Their biggest challenge in working with the City has been the City's staff turnover
- Another challenge is agreeing on stormwater management best practices since FRICO meets UDFCD current requirements, but the City's manual from 1989 takes a different approach (such as the use of retention ponds)
- When asked if the UPRR ever gave an indication that they plan to add tracks in this area Scott said no, they have widened north of 88th to 3 track for LG Everist but they have never mentioned adding tracks across 88th Ave or south.

- Project Development Flow –
 - The Right-of-Entry letter sent will not be signed, instead we need to complete their access application (Eve to send).
 - A NDA must be signed prior to receiving the FRICO standards (Eve sent to EST on 1/7/18).
 - A project application must be submitted to FRICO to initiate the project in their system, which includes a \$5,000 engineering fee per bridge for their review time, and a project of this size may require at \$5,000 deposit for legal services.
 - FRICO must issue a technical review and approval before construction begins.
 - A construction permit will be required.

- FRICO Requirements-
 - When asked what vertical clearance under the new UPRR flyover bridge would be needed for their access roads, Scott replied 34' to accommodate their Cat 300 track hoe. If this can't be accommodated [because it's insane and I guarantee has never been done], an agreement such as the city taking responsibility for the maintenance of the canal in this area can be made. Scott did say they have smaller equipment like bobcats they can use for maintenance but it takes longer and he wants to get away from that.
 - A similar project was completed a few years ago on 104th Ave, the canal was concrete lined and the City of Commerce City has taken responsibility for the maintenance of the canal through this area. Scott offered to share a copy of the agreement with project team (Eve to send). [Also we should request these bridge plans, and hydraulic study from Commerce City for reference]

- FRICO prefers to be informally involved in reviews as questions arise instead of at formal submittal levels (FIR/FOR/PS&E), do not wait until the AD set is ready for them to see the plans for the first time.
 - Hydraulic studies are required for each structure.
 - Their standards for concrete for the lined ditch is ACI 350, not ACI 318 as is typical. Ensure contractors know what they're bidding.
- Eve is the best contact, she prefers email.

Stakeholder Interview

Wikiup – Kristen Sirke (manager) and Milynda Love

Attendees: Francisco and Katie

Date: January 16, 2019 – 2 p.m.

1. How long have you been living/working in Commerce City?
 - Working since:
 - 2012 – Mindy
 - 2017 - Kristen
2. What is your favorite part about this city? Least favorite?
 - Restaurants are your favorite part
 - Least favorite – mix of industrial and residential makes driving frustrating and the train.
 - Combination is a part of the identify
3. What kind of frustrations do you hear your fellow community members express related to transportation in and around Commerce City?
 - Smooth transportation – the weekends are very tough for residents to get in and out smoothly, once they get out of this congested area
 - Congested when the Flea Market is open
 - Added the Brighton Blvd entrance which has alleviated – open around 4 years ago- there has been an increase in traffic since then
 - Some people run into fence
4. What kind of frustrations do you hear your fellow community members express related to Commerce City's communications with citizens?
5. What communication outreach tools does Commerce City use that are helpful to you?
 - Issue with flooding in the entry way on 88th – phone and email has been best
 - They weren't involved in the Iron Dale
6. What mode of transportation (walk, bike, drive/carpool/rideshare, public transit or a combination) do you use when using 88th Avenue?
 - Drive
7. How often do you use 88th Avenue (whether you drive, walk, bike or take public transit) to access work, home or recreation/entertainment?
 - Probably 8-9 times a day, 77th and Brighton, 68th and HWY 2
8. What transportation/mobility issues do you witness/experience along 88th Avenue?
 - Younger residents that don't have cars, hard for them to walk anywhere – kids walk in groups and joke around, not paying full attention
9. Do you see any potential risks with widening 88th Avenue in this neighborhood?
 - Can only see benefits
 - We are concerned about drainage
 - Widening may result in more drainage issues

- The infrastructure would have to be well planned out –
10. Are you in favor of, against, or indifferent about widening 88th Avenue?
 - Yes, in favor. It will make it easier to get out of here, as well.
 11. Do you believe community members would feel in favor of, against, or indifferent about widening 88th Avenue?
 - Definitely
 12. What transportation facilities work great along 88th Ave? What needs improvement?
 - Bus stop used by a small amount of residents
 - People would continue to use their cars even with more transit
 13. What are your feelings about the railroad crossing at 88th Ave & Rosemary? Why?
 - Like the idea of a bridge up and over – or if the trains could load up in the middle of the night and not rush hour
 - It's a big pain.
 - Our entry ways block and have to leave out Brighton, but it might be so block up that they are blocked in – huge safety issue
 14. Are there any public, special interest or stakeholder groups we should give special attention to when performing outreach for this project?
 - Not sure
 15. What form of communication do you believe is best for reaching community members in this area?
 - When you need to communicate to residents – put flyers on each of their doors – with enough time, they can go out with bills at different stages as you need – invite to public meetings
 - Communication barrier and have them understand it is an improvement – progressive, communication needs to be there so they fully understand
 16. What is the best way to reach you in the future?
 - Email
 17. Would you be willing to be a project ambassador to help us promote opportunities for public engagement?
 - Yes
 18. Is there anything else you would like us to consider for this project?
 - These are people's back yards that we are bringing sidewalks closer to their homes. Seeing the plans and how close we will be getting to our fence
 - Concerns – we do have our fencing out there, properties closer to sidewalks have more vandalism associated with them, the safety of residents, easier to knock out panels and get in people's yards
 - For example, when the trash moved it created more overflow by the RTD stop
 - Bring engineers to the table to talk about what we are doing
 - 339 homes in Wikiup – between 6 and 7 people per home – families are doubling up with the housing

Stakeholder Interview

Maria Gonzalez (Gonzalez Insurance) and Guillermo Serna (Community Member)

Attendees: Francisco and Katie

Date: January 23, 2019 @ 10:30 a.m.

Guillermo and Maria (open discussion)

- We need to know the cost and where it will come from
- What to put on a bond issue – 85 to tower road, 96 to 136 cost us \$300M just for the infrastructure alone, but by the time it finishes it will be 400 B
- Don't have enough roads and still don't – taking care of industry in between railroad tracks
- Fracking – pipelines wanted to put it through the route with the most schools
 - Went along hwy2 and crosses along RR tracks close to 88
- Population was 18K, now to 56K and going to be 150K
 - This growth needs to accommodate that opportunity
- They didn't fix 96, but widened 104th which wasn't supposed to have large trucks
 - 64-84 thousand cars per day in residential area
- Only one fire station – all these chemicals coming in
 - Spaghetti dinners at fire department
- All the growth is going to happen in the north
- How can local businesses be part of the conversation and construction – opportunities need to be identified
 - Don't give incentives to small businesses
 - City doesn't have a plan to sustain small businesses
- Problems with outreach!
 - North vs south- a lot of barriers
 - The city has not generated an outreach program that addresses every opportunity
 - City needs to have an inclusive structure
 - City council isn't connected with the community
 - No breach of communication
- No neighborhood names – reunion, eagle creek, bill creek, frontier, community enterprise named the neighborhoods

Attachment B. Fact Sheets (English, Spanish)

E. 88TH AVENUE WIDENING

Environmental Assessment

Commerce City is proposing improvements to E. 88th Avenue between I-76 and Highway 2.

The city is conducting an **Environmental Assessment (EA)** along this 1.6-mile stretch in order to determine the environmental impacts of a proposed project. This project will address traffic congestion and accommodate current and future vehicular traffic, including heavy trucks, bicycles and pedestrians. The final EA will present the preliminary design, evaluate environmental impacts and identify next steps for project implementation.



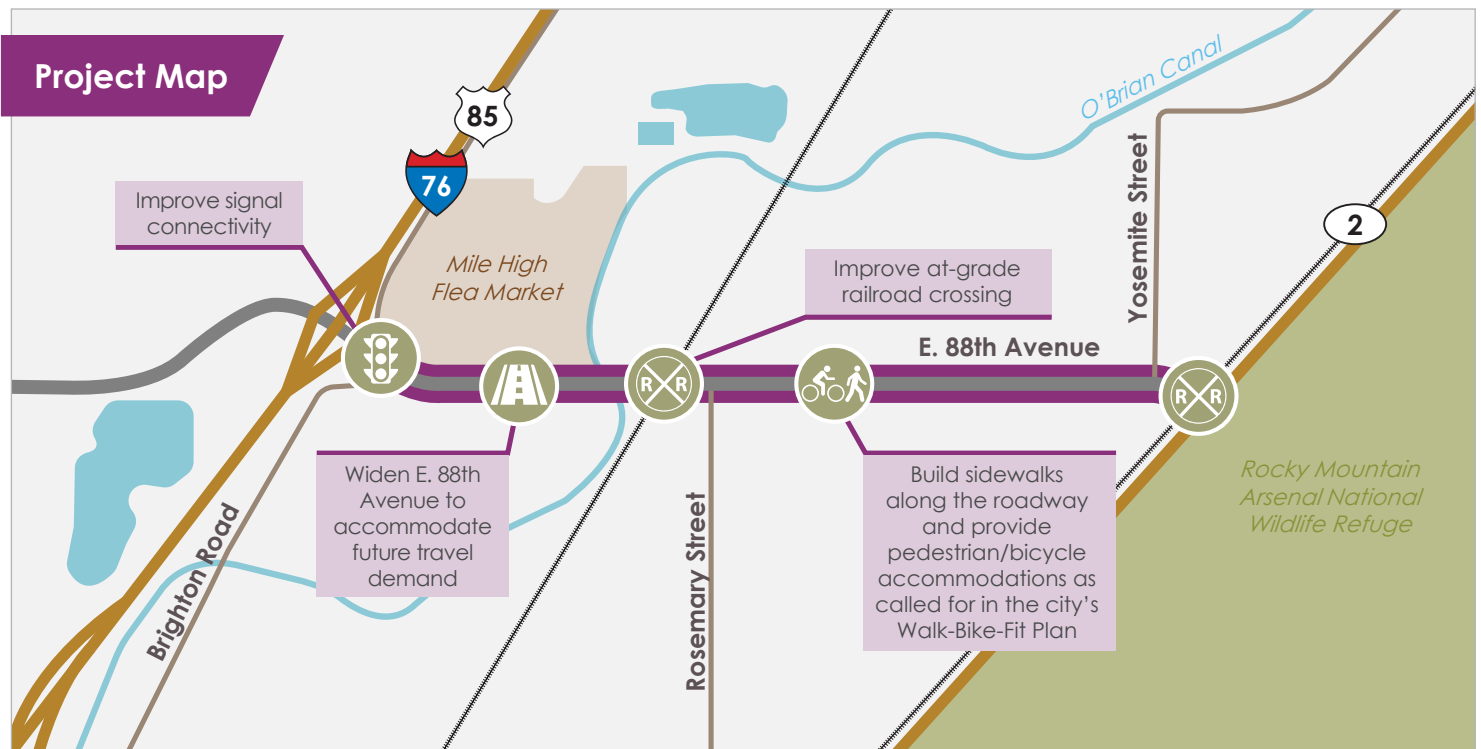
What is an Environmental Assessment (EA)?



An EA under the National Environmental Policy Act (NEPA) is a concise document prepared to anticipate all the impacts (both positive and negative) of a project. During NEPA, impacts to the community (land use, socioeconomic, noise, historic resources, etc.) and natural resources (wetlands, air quality, wildlife, water quality, etc.) are assessed to minimize or avoid environmental effects.



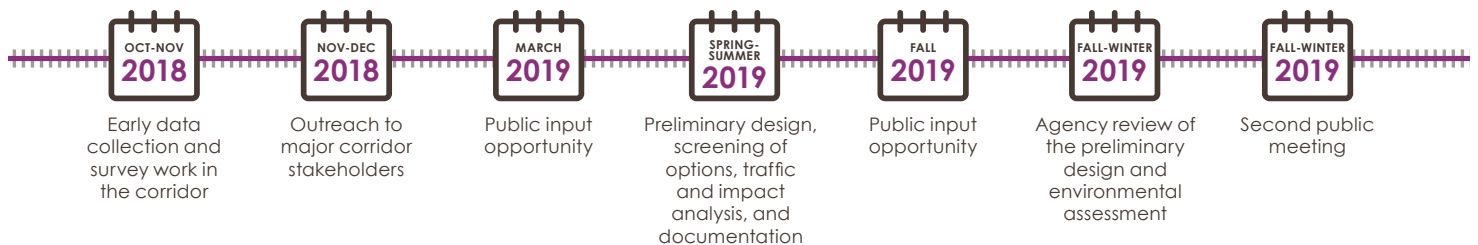
Learn more at
c3gov.com/88th



PROJECT INFORMATION

The preliminary design and environmental analysis phase of this project is expected to be complete by the end of 2019 or early 2020. After that, final design may occur throughout 2020 and construction could begin – as early as 2022.

Here are a few highlights of what has already been done and what to expect in the coming months:



Tell Us What You Think



Your input is critical to the success of this project. Keep an eye out for ways to provide your feedback and learn more at:

c3gov.com/88th



AMPLIACION E. 88TH AVENUE

Evaluación Ambiental

Commerce City propone mejoras a la E. 88th Avenue entre la I-76 y la Highway 2.

La ciudad está realizando una **Evaluación Ambiental (EA)** a lo largo de este tramo de 1,6 millas (unos 2,5 km) para determinar los impactos ambientales del proyecto propuesto. Este proyecto responderá a la congestión del tráfico y acomodará el tráfico vehicular actual y futuro, incluyendo camiones pesados, bicicletas y peatones. La EA final presentará el diseño preliminar, evaluará los impactos ambientales e identificará los próximos pasos para la implementación del proyecto.



¿Qué es una Evaluación Ambiental (EA)?

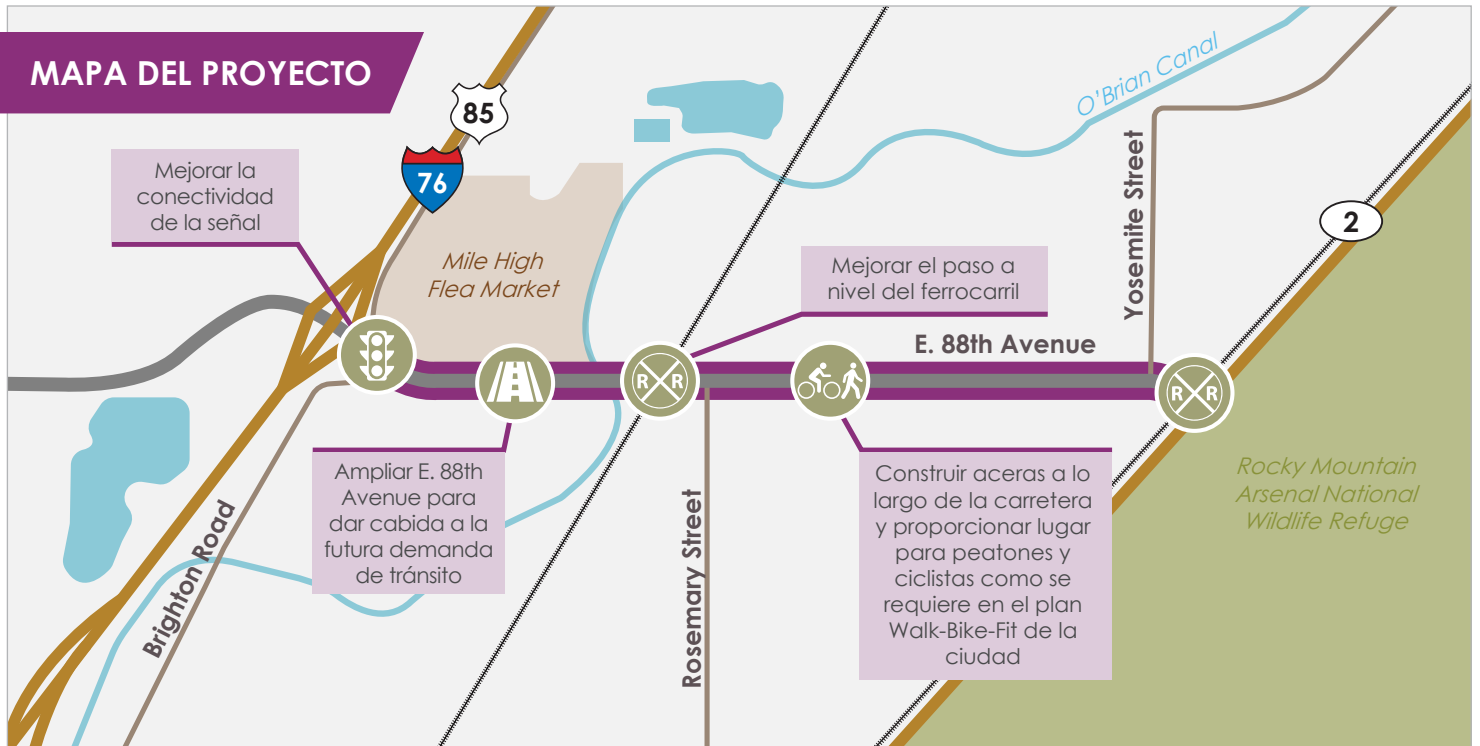


Según la Ley de Política Ambiental Nacional (NEPA), una EA es un documento conciso preparado para anticipar todos los impactos (positivos y negativos) de un proyecto. Durante la NEPA, se evalúan los impactos en la comunidad (uso de terrenos, impacto socioeconómico, ruido, recursos históricos, etc.) y recursos naturales (humedales, calidad del aire, vida silvestre, calidad del agua, etc.) para minimizar o evitar los efectos ambientales.



Más información en
c3gov.com/88th

MAPA DEL PROYECTO



INFORMACION DEL PROYECTO

Se espera que la fase preliminar de diseño y análisis ambiental de este proyecto esté terminada para fines de 2019 o principios de 2020. Después de eso, el diseño final puede ocurrir a lo largo de 2020 y la construcción podría comenzar en 2022.

Estos son algunas actividades destacadas ya realizadas o a realizarse en los próximos meses:



Dinos Qué Piensas

Tu aporte es crítico para el éxito de este proyecto. Conoce las formas de proporcionar tus comentarios y obtener más información en:

c3gov.com/88th



Attachment C. Project Mailers

E. 88TH AVENUE IMPROVEMENTS

MEJORAS EN LA E. 88TH AVENUE

303-C3-WORKS (303-239-6757) 

Check out c3gov.com/88th 

Take our survey! *Complete esta encuesta.*
SurveyMonkey.com/r/88thAve

Keep an eye out for ways to provide feedback and learn more.
Esté atento a las maneras de compartir sus comentarios y de recibir información.

Your input is critical to the success of this project.
Sus comentarios son críticos para el éxito del proyecto.



HDR
c/o Katie Angell
1670 Broadway, Suite 3400
Denver, CO 80202

LEARN MORE

INFORMESE

Commerce City is studying how best to improve E. 88th Avenue between I-76 and Highway 2

Commerce City estudia la mejor manera de ampliar la Avenida 88 entre la I-76 y la Carretera 2



Commerce City is proposing improvements to E. 88th Avenue between I-76 and Highway 2. We are currently preparing an Environmental Assessment, which is a federally required process to evaluate design options against their potential impacts to environmental resources.

Commerce City propone mejoras en la Avenida 88 entre la I-76 y la Carretera 2. Estamos preparando una Evaluación Ambiental (EA), un proceso exigido por el gobierno federal para evaluar opciones de diseño y su potencial impacto en los recursos naturales.

Project Goals

Metas del proyecto

Improve capacity on E. 88th Ave.
Mejorar la capacidad de la Avenida 88

Analyze roadway/
driveway access points.
Analizar los puntos de acceso a la calle y las entradas

New bridge over railroad.
Proveer un nuevo puente sobre las vías

Enhance safety for
pedestrians & bicyclists.
Mejorar la seguridad de los peatones y de los ciclistas

Update lighting, drainage and
landscaping.
Mejorar la iluminación, el sistema de drenaje y el paisaje

Rocky Mountain
Arsenal National
Wildlife Refuge

Improvements Under Consideration

Mejoras bajo consideración

- Widen E. 88th Avenue from 2 lanes to 4 lanes with appropriate turn lanes and median
Ampliar la Avenida 88 de 2 a 4 carriles con carriles apropiados para doblar y una medianera
- Upgrade the traffic signal at the intersection of E. 88th Avenue with Rosemary Street, and connect all signals between I-76 and Highway 2
Mejorar las señales de tráfico en la intersección de la Avenida 88 y la calle Rosemary y conectar todas las señales entre la I-76 y la Carretera 2
- Change the existing railroad at-grade crossing to grade-separated (i.e. an overpass)
Cambiar el actual paso a nivel a un paso a desnivel
- Construct sidewalks along both sides of the roadway and provide bike lanes through the corridor in accordance with the City's adopted Walk-Bike-Fit Plan
Construir veredas a ambos lados de la calle y proveer instalaciones para ciclistas en todo el corredor de acuerdo con el plan local Caminar-Pedalear-Ejercitarse

Project Timeline

Calendario del Proyecto



Public Meeting
Reunión Pública

Fall - Winter
2018 - 2019
*Otoño-invierno
2018 - 2019*

Traffic and environmental data collection and survey work in the corridor
Se completó una encuesta y compilación de datos sobre tráfico y medio ambiente en el corredor

Spring - Summer
2019
Primavera - verano 2019

Design Alternative development and analysis, and environmental data collection
Diseño y análisis de alternativas y colección de datos del medio ambiente

Fall-Winter
2019
Otoño-invierno 2019

Project design documentation, environmental impacts analysis, and approvals to begin final design
Documentación del diseño del proyecto, análisis del impacto ambiental y aprobación necesaria para comenzar con el diseño final

The preliminary design and environmental analysis phase of this project is expected to be complete by December 2019. Final design may occur throughout 2020 and construction could begin as early as 2021.

Se espera que la fase del diseño preliminar y análisis ambiental del proyecto quede completa en diciembre de 2019. Luego de eso, se desarrollará el diseño final durante 2020 y la construcción podría comenzar quizá en 2021. Estos son algunas de las actividades de los próximos meses.

Attachment D. Public Meetings

Public Open House

March 27, 2019

E. 88th Avenue Widening Environmental Assessment

Public Open House #1 Summary

DATE: Wednesday, March 27, 2019

LOCATION: Tradicion Bar and Event Center
8383 Rosemary St, Commerce City, CO 80022

STAFF:	Joe Wilson, Commerce City	Gary Johnson, EST
	Brent Soderlin, Commerce City	Amy Backel, EST
	Troy Halouska, Atkins	Chuck Dreesen, EST
	Travis Huntington, Commerce City	Wendy Wallach, HDR
	Thanh Ly, CDOT	Zach Bentzler, HDR
	Liz Klein, CDOT	Laura Price, HDR
	Francisco Miraval, Project Vision 21	Katie Angell, HDR

Overview

Commerce City held a public open house for the E. 88th Avenue Widening Environmental Assessment project. A total of 27 attendees signed in, but there were approximately 40 people total. The meeting was an open house format with various stations for attendees to talk with the project team including:

- Project overview
- Project purpose
- Potential improvements
- Next steps
- Outreach summary
- Existing conditions

Comment cards were provided and filled out by 10 attendees. All materials were provided in both English and Spanish.



Feedback Received

The following notes are from conversations attendees had with staff and comments written on the roll plots.

L.G. Everist

- L.G. Everist is the owner of the property on Quince Street. Other users on that property are tenants/renters.
 - Add L.G. Everist to our mailing list and consider them a high-priority. The L.G. Everist representative (Terry) was initially not a fan of relocating the Quince St access through Flea Market. He discussed with Gary after that and I'm not sure if he changed his mind or not. Contact information for L.G. Everist is:
 - Matt Noteboom/Vice President of Mountain Division; email, msnoteboom@LGEVERIST.com, phone, (303) 286-2245.
 - Terry Woodworth/Area Manager; email, tdwoodworth@LGEVERIST.com; phone, (303) 877-4709.
 - 15 years ago it was proposed to block their drive way and route their truck traffic through the flea market which he said wasn't acceptable.
 - Gary spoke to him at length so he will have more information on the discussion he had with him.
- A Flea Market employee stated that turning left onto 88th Avenue from the Flea Market between 4 and 5:30 pm is nearly impossible.
 - He observed that other properties in the area, including the kettle club have the same problem.
- Commenter stated that most of the time the train on UPRR actually stops on 88th Ave, blocking the roadway.

Wikiup

- Comments from Milynda Love/ Wikiup Manager:
 - Residents have a hard time getting out of Wikiup using the 88th Ave entrance. This is their #1 concern.
 - Asked if residents would use/approve of the secondary entrance if it was improved as an official entrance.
 - She noted that she didn't know how the entrance could be widened but stated that if the entrance was improved that she thought residents would use it.
 - She noted that an issue with the secondary entrance is limited sight distance on Brighton Road.

Laurel Street

- Residents can't get out of the subdivision due to traffic during peak times (stated 6am to 9am) and the conditions are worse during events and when trains block 88th Ave.
- Some residents there stated that they have wells.
- The residents stated that there is illegal "dumping" happening in large open lot behind them.
- The kids waiting for the bus on 88th Ave are in a dangerous position as there isn't enough safe space for them. Kids do not currently have to cross 88th to get on/off the school bus.
- Neighbors park vehicles all over

- They observe people walking on the shoulder of 88th Ave from the Brighton Road bus stop to Fed Ex shipping center. Have observed many close encounters between pedestrian and traffic.
- People drive too fast down Laurel and 88th. Commerce City should consider speed bumps or other speed reduction tactics.
- Laurel St. houses for 50-60 years. 4 lanes create more opportunity to get out
- Very concerned about timing. Really hope funding comes soon
- Impossible to exit Laurel onto 88th from 7-9, theater and flea market. What will happen with 4 lanes?
- Can we provide access from Laurel through Wikiup?
- Heard a concern from a husband and wife that live on Laurel Drive. The first thing they asked was if Laurel was going to be signalized.
 - Stated they would sue the city if a signal wasn't put in.
 - They said it's unsafe for them to turn out (right or left) and many of the people along that drive are elderly.
 - They said there are many accidents there (checked the crash data and there was max 2 per year at that intersection from 2013-2018).

88 Drive-in

- Is the Drive-In Theatre will be full acquisition? It's important to keep Drive-In Theatre
- The movie theatre's owner had a concern about headlights affecting the movie screen from the grade separation.
- A local resident was concerned that the Drive In would be taken as part of the project.
 - Explained that it is anticipated that the drive in will still be viable with the proposed project and there were no plans to "take" the property.

Rosemary

- Concern from a family that lives at 8401 Rosemary Street, but their hopes were that Rosemary widening was part of this project.
 - Trucks turn adjacent to their property and get stuck in the deep roadside ditches and then slide when trying to get unstuck and often take out the corner of their fence.
 - Explained Rosemary will be a separate project.
- Is Rosemary St. will be improved part of the project? Traffic is bad on Rosemary St.
- Received two comments stating a desire for Rosemary to be reconstructed as well. And one of those suggested the same design team as 88th for continuity and expediency.
- Comments supporting the project and the bridge over rail road. The bridge will be great for 88th Ave.
- Questions regarding improvements on Rosemary.
 - Explained that there will be some limited work at the intersection with 88th but that Rosemary will be a different study/project.

Construction

- When the construction projects begin? Is 88th Ave will be close during construction?
- Question regarding if 88th would be closed during construction
 - Explained that there will be one lane each direction open during construction.
 - Concerns with when the bridge is being constructed.
- Some concerns regarding traffic backing up on 88th going westbound during rush hour.
 - A signal timing issue?
 - Something to consider coordination of design with signals on I-76 interchange.

Other

- Traffic on 88th Ave WB left turn to I-76 has long queues, signal timing maybe too short.
- Traffic on 88th Ave WB right turn to Brighton Road also has long queues.
- Received a comment urging us to stay on schedule and get it built.
- Received a comment that there should be some drainage improvements made along the corridor.
- Need railroad crossing at 96th too
- Hazmat concerns with wells groundwater American Demolition
- (at spot where Union Railroad meets trail by canal) Check for main road crossing
- Retention basin
- Ruth from Intsel Steel (a steel distributor) off of Ulster Street was very supportive of the project.
 - They have many large trucks using 88th and delivering to their location.
 - Many times the drivers call with delays due to the train.
 - She did have concerns regarding the condition of Ulster Street so I introduced her to Joe who explained the current construction project and actions the City is taking on Ulster Street this summer separate from this project.
- Concerns regarding timing and funding of the project.
 - A couple had heard it wouldn't be built until 2035.
 - Believe this was the couple that own the proposed 7-11 property.
 - Troy did a good job explaining the funding portion and anticipated schedule.
 - Gary also spoke to them at length.
- Former City employee that now works at another engineering firm and he had some warnings for us in dealing with the ditch company.
 - He lives in Thornton and was impressed he got a door hanger notice of the open house – he gave our public outreach some kudos.



BIENVENIDOS WELCOME

**E. 88TH AVENUE WIDENING ENVIRONMENTAL ASSESSMENT /
EVALUACION AMBIENTAL DE LA AMPLIACION DE LA E. 88TH AVENUE**

I-76 RAMPS TO HIGHWAY 2 / DESDE LAS RAMPAS DE LA I-76 HASTA LA CARRETERA 2



COLORADO
Department of Transportation



U.S. Department
of Transportation
**Federal Highway
Administration**

WHAT IS THIS PROJECT?

Commerce City is proposing a widening project and other improvements to E. 88th Avenue between I-76 and Highway 2. The city is conducting an Environmental Assessment (EA) along this 1.6-mile stretch.

What is an EA?



An EA under the National Environmental Policy Act (NEPA) is a concise document prepared to establish all the impacts either positive or negative about a project. During NEPA, impacts to the community (land use, socioeconomic, noise, historic resources, etc.), and natural resources (wetlands, air quality, wildlife, water quality, etc.) are assessed to minimize or avoid environmental effects.



PROJECT PURPOSE

The purpose of this project is to improve traffic operations and accommodate current and future general vehicular traffic, heavy trucks, bicycles, and pedestrians on E. 88th Avenue between I-76 and Highway 2.

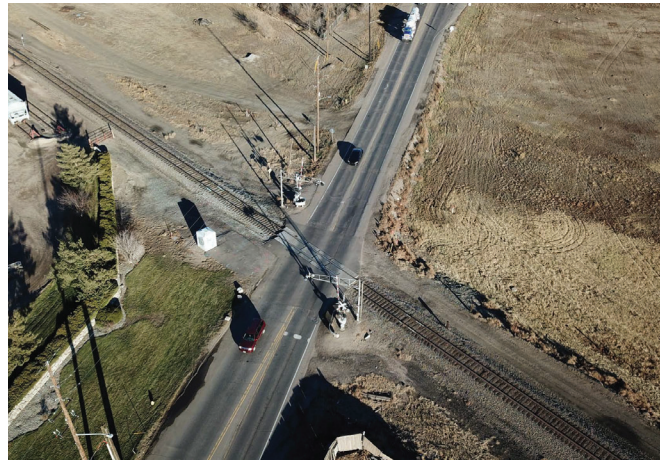
Project Needs

Need 1: Improve roadway operations

Need 2: Accommodate all users



Vehicular traffic and heavy trucks along E. 88th Avenue



Aerial of railroad crossing near Rosemary St.

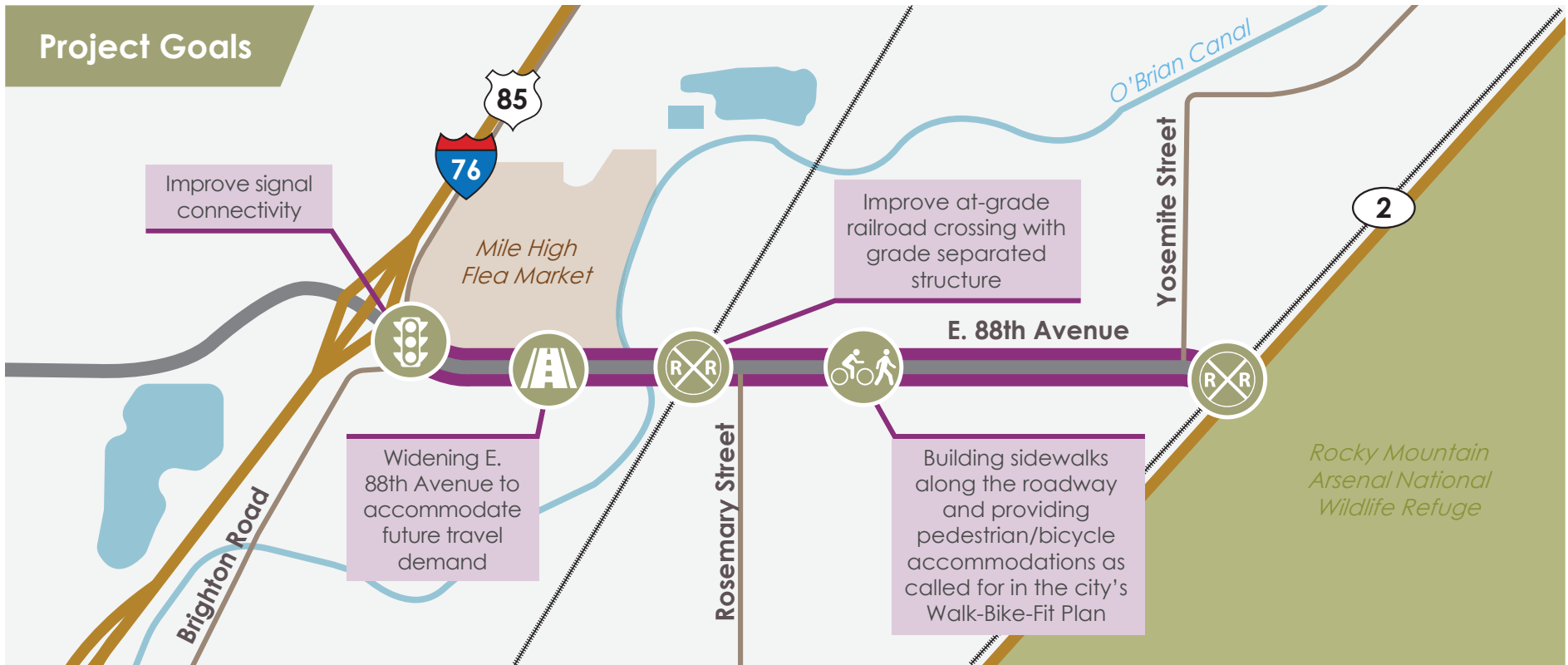


Informal trail near Wikiup and RTD bus stop



POTENTIAL IMPROVEMENTS

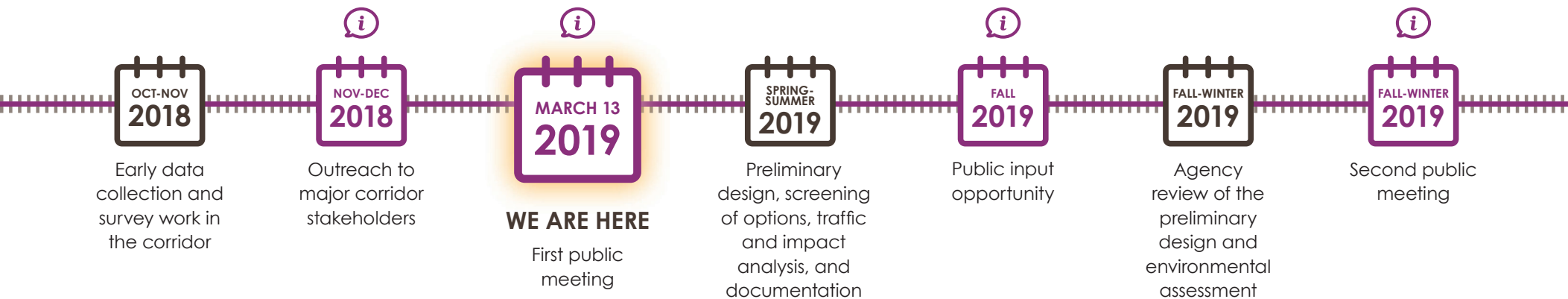
The following improvements will be evaluated as part of the NEPA process:



SO WHAT'S NEXT?

The preliminary design and environmental analysis for this project is expected to be complete by December 2019. The final project design is likely to occur throughout 2020. Pending additional federal funding, construction could begin as early as 2021.

Estimated Project Timeline



Learn More at
c3gov.com/88th



Tell Us What You Think

Your input is desired and critical to the success of this project. Fill out a comment card or take our survey online at surveymonkey.com/r/88thAve

WHAT HAVE WE HEARD?

Based on survey results to-date:



Top priority is to eliminate the at-grade railroad crossing at Rosemary Street



62% are commuting to and from work on E. 88th Avenue

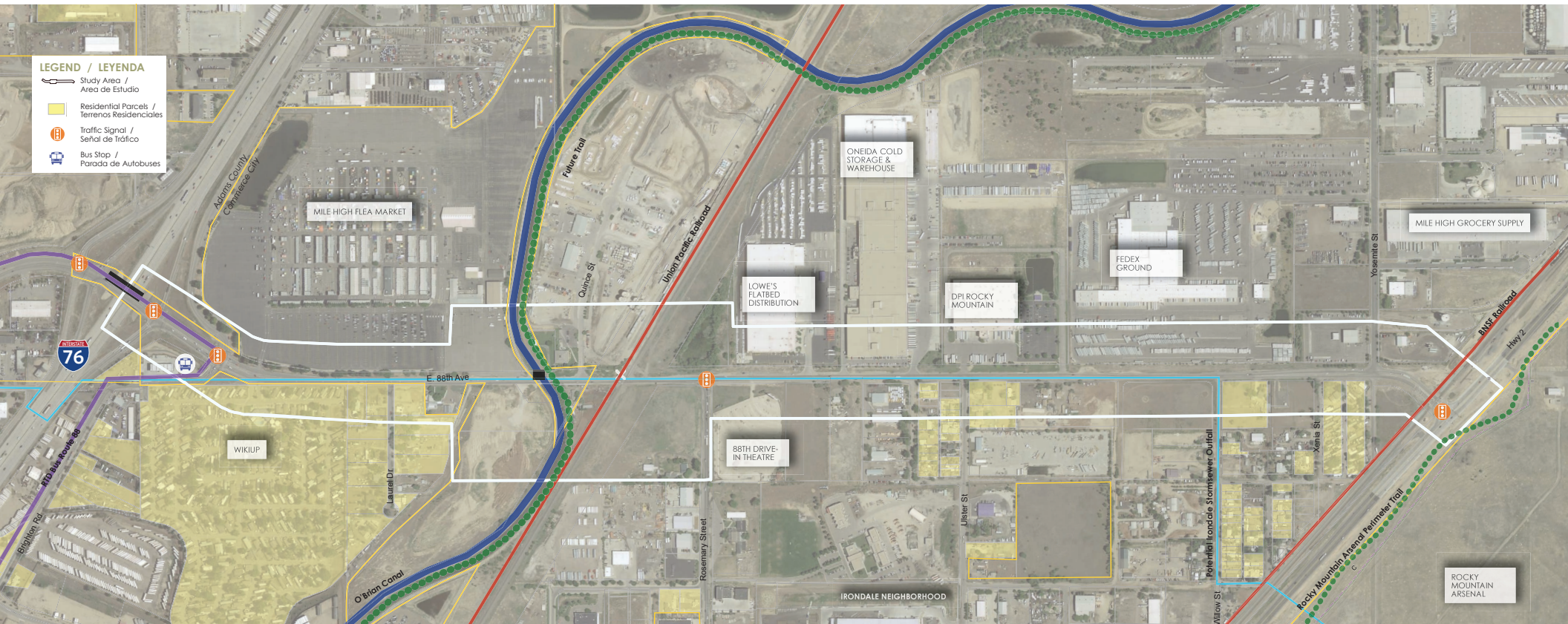


75% use E. 88th Avenue at least 3 times a week

Based on 10 in-person stakeholder interviews:

- + The railroad crossing causes congestion – traffic can stay idle for 30 minutes to an hour
- + Maintaining a tight-knit community is of utmost importance to residents in Commerce City
- + Commerce City could provide more opportunities for engagement on these type of projects in the community
- + All interviewed were in favor of the proposed improvements

EXISTING CONDITIONS / CONDICIONES ACTUALES



¿EN QUE CONSISTE ESTE PROYECTO?

Commerce City propone un proyecto de ampliación y otras mejoras en la Avenida 88 entre la I-76 y la Carretera 2. La ciudad realizará una Evaluación Ambiental (EA) a lo largo de 1,6 millas (2,56 km).

¿Qué es una EA?



Según la Ley de Política Ambiental Nacional (NEPA), una EA es un documento conciso preparado para establecer todos los impactos positivos o negativos de un proyecto. En el marco de NEPA, se evalúan los impactos en la comunidad (uso de la tierra, socioeconómico, ruido, recursos históricos, etc.) y recursos naturales (humedales, calidad del aire, vida silvestre, calidad del agua, etc.) para minimizar o evitar los efectos ambientales.



PROPOSITO DEL PROYECTO

El propósito de este proyecto es mejorar las operaciones de tránsito y acomodar el tráfico de vehículos en general, camiones pesados, bicicletas y peatones (tanto actuales como futuros) en la Avenida 88 Avenue entre la I-76 y la Carretera 2.

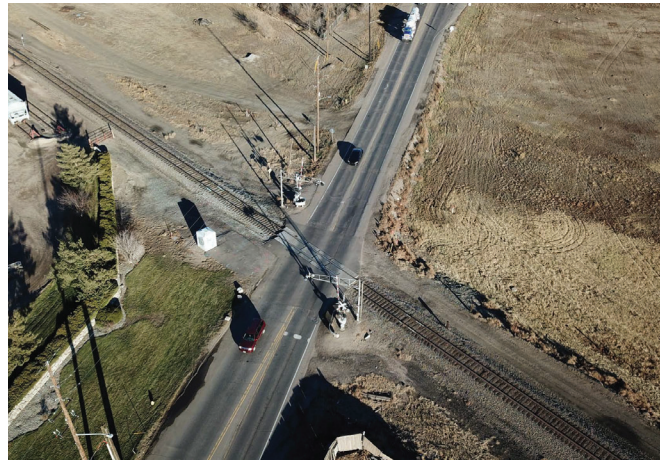
Necesidad del proyecto

Necesidad 1: Mejorar las operaciones de esta avenida

Necesidad 2: Acomodar a todos los usuarios



Tráfico de automóviles y camiones pesados en la E. 88th Avenue



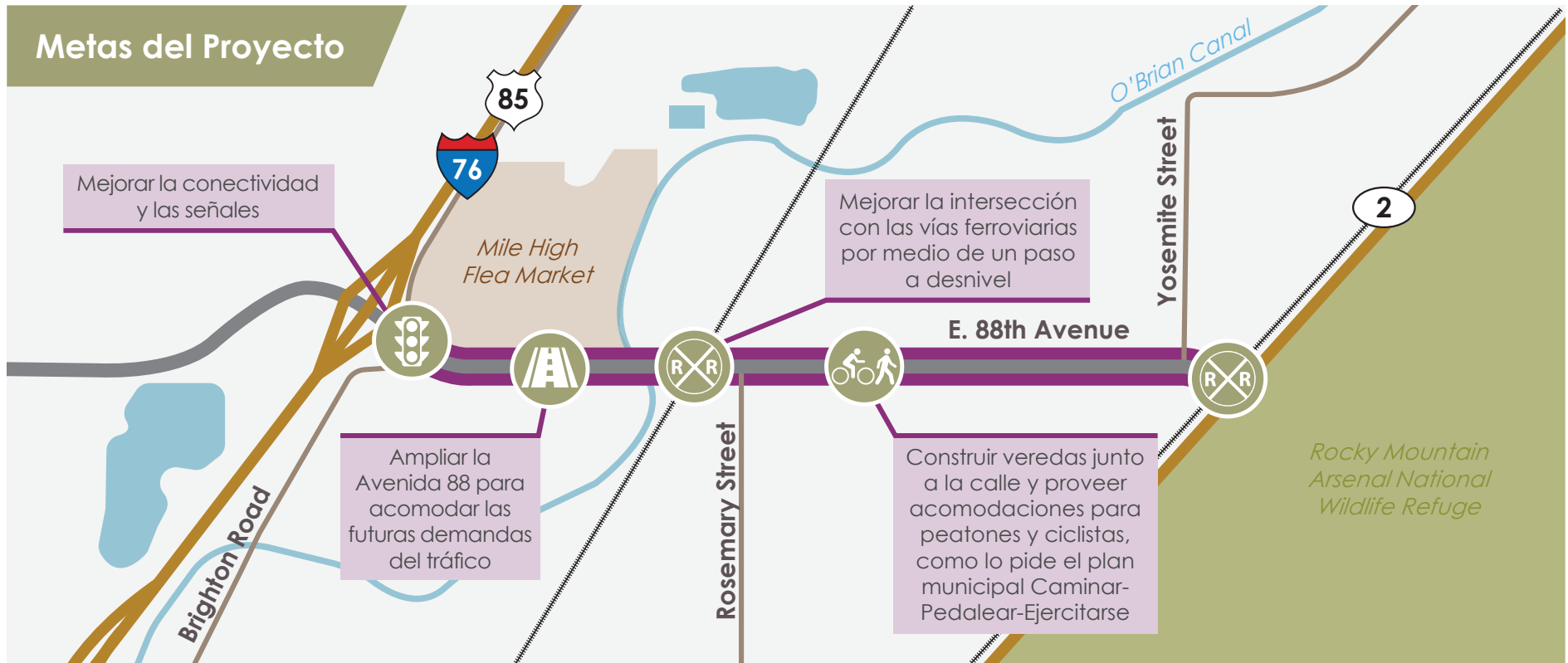
Vista aérea del paso a nivel cerca de Rosemary Street



Sendero informal cerca de Wikiup y la parada de autobuses del RTD.

MEJORAS POTENCIALES

Estas son las mejoras que están siendo evaluadas como parte del proceso NEPA



ENTONCES, ¿QUE SIGUE?

Se espera que el diseño preliminar y el análisis ambiental para este proyecto se completen en diciembre de 2019. Es probable que el diseño final del proyecto ocurra en 2020. A la espera de financiamiento federal adicional, la construcción podría comenzar tan pronto como 2021.

Calendario anticipado del proyecto



Más información en
c3gov.com/88th



Comparta sus comentarios y sugerencias

Sus comentarios y sugerencias son de importancia crítica para el éxito de este proyecto. Llene una tarjeta de comentarios o participe de nuestra encuesta en línea en surveymonkey.com/r/88thAve



LO QUE YA DIJO LA COMUNIDAD

Resultados iniciales de la encuesta:



La principal prioridad es eliminar el paso a nivel cerca de la calle Rosemary



El 62% de los encuestados usa la Avenida 88 para ir o venir del trabajo



El 75% de los encuestados usa la Avenida 88 por lo menos 3 veces por semana.

Basado en 10 entrevistas a partes interesadas en persona:

- + El cruce de ferrocarril causa congestión: el tráfico puede permanecer inactivo durante 30 minutos a una hora
 - + Mantener una comunidad unida es de suma importancia para los residentes de Commerce City
- + Commerce City podría brindar más oportunidades de participación en este tipo de proyectos en la comunidad
 - + Todos los entrevistados estuvieron a favor de las mejoras propuestas



Help Commerce City Improve E. 88th Avenue!

Join the conversation about Commerce City's proposed improvements to E. 88th Avenue between I-76 and Highway 2. Learn more about the project including existing conditions, potential improvements, and project timeline.

Public Open House

When: March 27, 2019 4:30 – 6:30 p.m.

Where: Tradicion Bar & Grill & Event Center
8383 Rosemary St, Commerce City,
CO 80022

Unable to attend the event?

Take our survey!

www.C3Gov.com/88th

About the Project

Commerce City is proposing a widening project and other improvements to E.88th Avenue between I-76 and Highway 2. The city is conducting an Environmental Assessment (EA) along this 1.6-mile stretch, which is a federally required process to evaluate the environmental impacts of the project.

The 88th Avenue project was identified as a priority improvement in the city's recently-adopted Irondale Neighborhood and Infrastructure Plan, with partial funding already identified in the city's five-year Capital Improvements and Preservation Plan.

E. 88TH AVENUE IMPROVEMENTS



¡Ayuda a Commerce City a mejorar la Avenida 88!

Ven a conversar sobre las mejoras propuestas por Commerce City para la Avenida 88 entre la carretera I-76 y la carretera 2. Informate sobre todos los aspectos del proyecto: condiciones existentes, mejoras potenciales, y cronología del proyecto.

Reunión abierta

Cuándo: 27 de marzo de 2019
4:30 – 6:30 p.m.

Dónde: Tradicion Bar & Grill & Event Center
8383 Rosemary St, Commerce City,
CO 80022

¿No puedes asistir?
¡Completa esta encuesta!

www.C3Gov.com/88th

Sobre el proyecto

Commerce City propone ampliar y mejorar la E.88th Avenue entre la carretera I-76 y la carretera 2. Commerce City está realizando una Evaluación Ambiental (EA) en las 1,6 millas del proyecto. EA es exigida por leyes federales para evaluar el impacto ambiental del proyecto.

El Proyecto de la Avenida 88 ha sido identificado como una mejora prioritaria en el recientemente aprobado Plan de Infraestructura para el Vecindario de Irondale, con fondos parciales ya identificados por la ciudad en el Plan Quinquenal de Mejoras de Infraestructura y Preservación.

MEJORAS EN LA E. 88TH AVENUE

SURVEY & COMMENT FORM



E. 88TH AVENUE WIDENING ENVIRONMENTAL ASSESSMENT

NAME Anita Mercado EMAIL anitarm73@gmail.com PHONE 71240-3806
HOME ADDRESS 6521 Porter Wy CITY C.C. STATE CO ZIP 80022
COMPANY / ORGANIZATION _____ YOUR ROLE / OCCUPATION _____

1. How often do you use any part of E. 88th Avenue from Highway 2 to I-76?

- ☐ Always (once or twice a day)
- ☒ Usually (3-5 times a week)
- ☐ Sometimes (at least once a week)
- ☐ Rarely (2-3 times a month)
- ☐ Never
- ☐ Other (please specify)

2. Why do you use E. 88th Avenue? (select all that apply)

- ☐ Commuting to and from work
- ☒ Short local trips (running errands)
- ☐ Traveling through (truck driver, tourist, other not destined for Commerce City)
- ☒ Attending events in the area (sports, conventions, other)
- ☒ Commerce City attractions (Flea Market, Drive-In Theatre, bars, restaurants, museums)
- ☐ I don't use E. 88th Avenue
- ☐ Other (please specify)

3. How do you typically travel through this area? (select all that apply)

- ☒ Automobile (by myself)
- ☐ Carpool
- ☐ Bike
- ☐ Walk
- ☐ Ridesharing (Uber/Lyft)
- ☐ Other (please specify)

4. Zip code where you work?

5. On your frequent/typical trips along E. 88th Avenue, where do you start (address and/or cross-streets) and where do you end up (address and/or cross-streets)?

Starting point:

Ending point:

6. Are we focusing on the right things? (Select Yes or No for each)

- | Y | N |
|-------------------------------------|--------------------------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> |
- Reducing congestion
Improving safety
Improving travel-time reliability on E. 88th Avenue
Improving lighting, drainage and landscaping

Is there anything else the study should focus on?

7. What is important to you on E. 88th Avenue? Please rank the following (1 being the most important, 10 the least important):

- ☒ Eliminating the railroad crossing/train stops
- ☒ Having sufficient capacity to manage special event travel (e.g., Flea Market peak season)
- ☒ Addressing congestion
- ☒ Reducing accidents
- ☒ Addressing bike and pedestrian facilities (e.g., sidewalks, bike lanes, etc.)

SURVEY & COMMENT FORM

E. 88TH AVENUE WIDENING ENVIRONMENTAL ASSESSMENT



Open comments:

SURVEY & COMMENT FORM



E. 88TH AVENUE WIDENING ENVIRONMENTAL ASSESSMENT

NAME Cari Cox EMAIL blueroses876@gmail.com PHONE 303-960-4655
HOME ADDRESS 8686 Laurel Dr. CITY Commerce City STATE CO ZIP 80022
COMPANY / ORGANIZATION _____ YOUR ROLE / OCCUPATION Home maker

1. How often do you use any part of E. 88th Avenue from Highway 2 to I-76?

- ☒ Always (once or twice a day)
☐ Usually (3-5 times a week)
☐ Sometimes (at least once a week)
☐ Rarely (2-3 times a month)
☐ Never
☐ Other (please specify)

2. Why do you use E. 88th Avenue? (select all that apply)

- ☐ Commuting to and from work
☐ Short local trips (running errands)
☐ Traveling through (truck driver, tourist, other not destined for Commerce City)
☐ Attending events in the area (sports, conventions, other)
☐ Commerce City attractions (Flea Market, Drive-In Theatre, bars, restaurants, museums)
☐ I don't use E. 88th Avenue
☒ Other (please specify)

I live there

3. How do you typically travel through this area? (select all that apply)

- ☒ Automobile (by myself)
☐ Carpool
☐ Bike
☐ Walk
☐ Ridesharing (Uber/Lyft)
☐ Other (please specify)

4. Zip code where you work? live

80022

5. On your frequent/typical trips along E. 88th Avenue, where do you start (address and/or cross-streets) and where do you end up (address and/or cross-streets)? I live here

Starting point:

8686 Laurel Dr.

Ending point:

where ever I need to go.

6. Are we focusing on the right things? (Select Yes or No for each)

- | Y | N |
|-------------------------------------|--------------------------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Is there anything else the study should focus on?

yes everything above a light on 88th and Laurel Dr. and speed bumps Traffic. much more please

7. What is important to you on E. 88th Avenue? Please rank the following (1 being the most important, 10 the least important):

- | | |
|----------|---|
| <u>3</u> | Eliminating the railroad crossing/train stops |
| <u>1</u> | Having sufficient capacity to manage special event travel (e.g., Flea Market peak season) |
| <u>1</u> | Addressing congestion |
| <u>1</u> | Reducing accidents |
| <u>1</u> | Addressing bike and pedestrian facilities (e.g., sidewalks, bike lanes, etc.) |

SURVEY & COMMENT FORM



E. 88TH AVENUE WIDENING ENVIRONMENTAL ASSESSMENT

Open comments:

please call me we can talk. 303-960-4655

Traffic
Accidents

Trash
flea market traffic

we need help Please!!!

SURVEY & COMMENT FORM



E. 88TH AVENUE WIDENING ENVIRONMENTAL ASSESSMENT

NAME Rich Hege EMAIL TLC Housekeeping @ Corner Court - Net
HOME ADDRESS 8769 Laurel Dr. Commerce CITY Commerce STATE CO ZIP 80022
COMPANY / ORGANIZATION Amex Masonry YOUR ROLE / OCCUPATION Masonry

1. How often do you use any part of E. 88th Avenue from Highway 2 to I-76?

- ☒ Always (once or twice a day)
☐ Usually (3-5 times a week)
☐ Sometimes (at least once a week)
☐ Rarely (2-3 times a month)
☐ Never
☐ Other (please specify)

2. Why do you use E. 88th Avenue? (select all that apply)

- ☐ Commuting to and from work
☐ Short local trips (running errands)
☐ Traveling through (truck driver, tourist, other not destined for Commerce City)
☐ Attending events in the area (sports, conventions, other)
☐ Commerce City attractions (Flea Market, Drive-In Theatre, bars, restaurants, museums)
☐ I don't use E. 88th Avenue
☐ Other (please specify)

live on Laurel Dr.

3. How do you typically travel through this area? (select all that apply)

- ☒ Automobile (by myself)
☐ Carpool
☐ Bike
☐ Walk
☐ Ridesharing (Uber/Lyft)
☐ Other (please specify)

4. Zip code where you work?

80022

5. On your frequent/typical trips along E. 88th Avenue, where do you start (address and/or cross-streets) and where do you end up (address and/or cross-streets)?

Starting point:

8769 Laurel Dr.

Ending point:

5895 E 72nd Ave Commerce City

6. Are we focusing on the right things? (Select Yes or No for each)

- | Y | N |
|-------------------------------------|--------------------------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Is there anything else the study should focus on?

a Traffic Light on 88th & Laurel

7. What is important to you on E. 88th Avenue? Please rank the following (1 being the most important, 10 the least important):

- | | |
|-----------|---|
| <u>1</u> | Eliminating the railroad crossing/train stops |
| <u>1</u> | Having sufficient capacity to manage special event travel (e.g., Flea Market peak season) |
| <u>1</u> | Addressing congestion |
| <u>1</u> | Reducing accidents |
| <u>10</u> | Addressing bike and pedestrian facilities (e.g., sidewalks, bike lanes, etc.) |

SURVEY & COMMENT FORM



E. 88TH AVENUE WIDENING ENVIRONMENTAL ASSESSMENT

Open comments:

as it is now we have a hard time getting off our street
if 88th is widen to a 4 lane it will be impossible to exit our
street.
If anyone wants to fix the problem, make more Roads
Run East + West.

At the end of Laurel Dr. put a New Rd around
to the Wilhies trailer park or to Rosemary

SURVEY & COMMENT FORM



E. 88TH AVENUE WIDENING ENVIRONMENTAL ASSESSMENT

NAME Jacob Smith EMAIL Jacob Z 71@gmail.com PHONE 303-960 0245
HOME ADDRESS 8686 Laurel Dr CITY Commerce City STATE CO ZIP 80032
COMPANY / ORGANIZATION _____ YOUR ROLE / OCCUPATION Plumber

1. How often do you use any part of E. 88th Avenue from Highway 2 to I-76?

- ☒ Always (once or twice a day)
- ☐ Usually (3-5 times a week)
- ☐ Sometimes (at least once a week)
- ☐ Rarely (2-3 times a month)
- ☐ Never
- ☐ Other (please specify)

Every day I live there

2. Why do you use E. 88th Avenue? (select all that apply)

- ☒ Commuting to and from work
- ☒ Short local trips (running errands)
- ☒ Traveling through (truck driver, tourist, other not destined for Commerce City)
- ☐ Attending events in the area (sports, conventions, other)
- ☐ Commerce City attractions (Flea Market, Drive-In Theatre, bars, restaurants, museums)
- ☐ I don't use E. 88th Avenue
- ☐ Other (please specify)

I live on Laurel Dr

3. How do you typically travel through this area? (select all that apply)

- ☒ Automobile (by myself)
- ☐ Carpool
- ☐ Bike
- ☐ Walk
- ☐ Ridesharing (Uber/Lyft)
- ☐ Other (please specify)

With my family

4. Zip code where you work?

80011

5. On your frequent/typical trips along E. 88th Avenue, where do you start (address and/or cross-streets) and where do you end up (address and/or cross-streets)?

Starting point:

88th & Laurel

Ending point:

88th Ave

6. Are we focusing on the right things? (Select Yes or No for each)

- | Y | N | |
|-------------------------------------|--------------------------|---|
| <input type="checkbox"/> | <input type="checkbox"/> | Reducing congestion |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Improving safety |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Improving travel-time reliability on E. 88th Avenue |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Improving lighting, drainage and landscaping |

Is there anything else the study should focus on?

7. What is important to you on E. 88th Avenue? Please rank the following (1 being the most important, 10 the least important):

- 5 Eliminating the railroad crossing/train stops
- 10 Having sufficient capacity to manage special event travel (e.g., Flea Market peak season)
- 10 Addressing congestion
- 5 Reducing accidents
- 1 Addressing bike and pedestrian facilities (e.g., sidewalks, bike lanes, etc.)

SURVEY & COMMENT FORM

E. 88TH AVENUE WIDENING ENVIRONMENTAL ASSESSMENT



Open comments:

SURVEY & COMMENT FORM



E. 88TH AVENUE WIDENING ENVIRONMENTAL ASSESSMENT

NAME HERBERT ELLIOTT EMAIL tworampart40@aol.com PHONE 318855592
HOME ADDRESS 8074 LAUREL DR CITY Commerce City STATE CO ZIP 80022
COMPANY / ORGANIZATION _____ YOUR ROLE / OCCUPATION _____

1. How often do you use any part of E. 88th Avenue from Highway 2 to I-76?

- ☒ Always (once or twice a day)
☐ Usually (3-5 times a week)
☐ Sometimes (at least once a week)
☐ Rarely (2-3 times a month)
☐ Never
☐ Other (please specify) _____

2. Why do you use E. 88th Avenue? (select all that apply)

- ☒ Commuting to and from work
☒ Short local trips (running errands)
☒ Traveling through (truck driver, tourist, other not destined for Commerce City)
☒ Attending events in the area (sports, conventions, other)
☒ Commerce City attractions (Flea Market, Drive-In Theatre, bars, restaurants, museums)
☐ I don't use E. 88th Avenue
☐ Other (please specify) _____

3. How do you typically travel through this area? (select all that apply)

- ☒ Automobile (by myself)
☐ Carpool
☐ Bike
☐ Walk
☐ Ridesharing (Uber/Lyft)
☐ Other (please specify) _____

4. Zip code where you work?

5. On your frequent/typical trips along E. 88th Avenue, where do you start (address and/or cross-streets) and where do you end up (address and/or cross-streets)?

Starting point:

LAUREL DR

Ending point:

88TH AVE

6. Are we focusing on the right things? (Select Yes or No for each)

- | Y | N |
|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Is there anything else the study should focus on?

ENTER/EXIT LAUREL DR.

7. What is important to you on E. 88th Avenue? Please rank the following (1 being the most important, 10 the least important):

- | | |
|----------|---|
| <u>2</u> | Eliminating the railroad crossing/train stops |
| <u>3</u> | Having sufficient capacity to manage special event travel (e.g., Flea Market peak season) |
| <u>1</u> | Addressing congestion |
| <u>5</u> | Reducing accidents |
| <u>4</u> | Addressing bike and pedestrian facilities (e.g., sidewalks, bike lanes, etc.) |

SURVEY & COMMENT FORM

E. 88TH AVENUE WIDENING ENVIRONMENTAL ASSESSMENT



Open comments:

REDUCE CONGESTION ON 88TH AVE - LAUREL DR - RESIDENTS HAVE DIFFICULT TIME ENTERING
EXITING LAUREL DR - ESPECIALLY ON WEEKENDS - AM/PM COMMUTING -

SURVEY & COMMENT FORM



E. 88TH AVENUE WIDENING ENVIRONMENTAL ASSESSMENT

NAME DAVE THORPE EMAIL dthorpe@milehighfleaMARKET.com PHONE _____
HOME ADDRESS _____ CITY HENDERSON STATE CO ZIP 80640
COMPANY / ORGANIZATION MILE HIGH FLEA MARKET YOUR ROLE / OCCUPATION MANAGER

1. How often do you use any part of E. 88th Avenue from Highway 2 to I-76?

- ☒ Always (once or twice a day)
☐ Usually (3-5 times a week)
☐ Sometimes (at least once a week)
☐ Rarely (2-3 times a month)
☐ Never
☐ Other (please specify)

2. Why do you use E. 88th Avenue? (select all that apply)

- ☒ Commuting to and from work
☐ Short local trips (running errands)
☐ Traveling through (truck driver, tourist, other not destined for Commerce City)
☐ Attending events in the area (sports, conventions, other)
☒ Commerce City attractions (Flea Market, Drive-In Theatre, bars, restaurants, museums)
☐ I don't use E. 88th Avenue
☐ Other (please specify)

3. How do you typically travel through this area? (select all that apply)

- ☒ Automobile (by myself)
☐ Carpool
☐ Bike
☐ Walk
☐ Ridesharing (Uber/Lyft)
☐ Other (please specify)

4. Zip code where you work?

5. On your frequent/typical trips along E. 88th Avenue, where do you start (address and/or cross-streets) and where do you end up (address and/or cross-streets)?

Starting point:

104th COLORADO

Ending point:

MILE HIGH FLEA MARKET

6. Are we focusing on the right things? (Select Yes or No for each)

- | Y | N |
|-------------------------------------|--------------------------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> |
- Reducing congestion
Improving safety
Improving travel-time reliability on E. 88th Avenue
Improving lighting, drainage and landscaping

Is there anything else the study should focus on?

7. What is important to you on E. 88th Avenue? Please rank the following (1 being the most important, 10 the least important):

- | | |
|----|---|
| 10 | Eliminating the railroad crossing/train stops |
| 8 | Having sufficient capacity to manage special event travel (e.g., Flea Market peak season) |
| 10 | Addressing congestion |
| 10 | Reducing accidents |
| 2 | Addressing bike and pedestrian facilities (e.g., sidewalks, bike lanes, etc.) |

SURVEY & COMMENT FORM

E. 88TH AVENUE WIDENING ENVIRONMENTAL ASSESSMENT



Open comments:

SURVEY & COMMENT FORM



E. 88TH AVENUE WIDENING ENVIRONMENTAL ASSESSMENT

NAME Shelly MAKI EMAIL Smaki@milehighfleaMarket.com PHONE 303-289-4656
HOME ADDRESS 71007 E 88th Ave CITY Henderson STATE CO ZIP 80614
COMPANY / ORGANIZATION Mile High Flea Market YOUR ROLE / OCCUPATION Director of food + Beverage

1. How often do you use any part of E. 88th Avenue from Highway 2 to I-76?

- ☒ Always (once or twice a day)
☐ Usually (3-5 times a week)
☐ Sometimes (at least once a week)
☐ Rarely (2-3 times a month)
☐ Never
☐ Other (please specify)

2. Why do you use E. 88th Avenue? (select all that apply)

- ☒ Commuting to and from work
☐ Short local trips (running errands)
☐ Traveling through (truck driver, tourist, other not destined for Commerce City)
☐ Attending events in the area (sports, conventions, other)
☐ Commerce City attractions (Flea Market, Drive-In Theatre, bars, restaurants, museums)
☐ I don't use E. 88th Avenue
☐ Other (please specify)

3. How do you typically travel through this area? (select all that apply)

- ☒ Automobile (by myself)
☐ Carpool
☐ Bike
☐ Walk
☐ Ridesharing (Uber/Lyft)
☐ Other (please specify)

4. Zip code where you work?

80614

5. On your frequent/typical trips along E. 88th Avenue, where do you start (address and/or cross-streets) and where do you end up (address and/or cross-streets)?

Starting point:

Colorado Ave.

Ending point:

Mile High Flea Market

6. Are we focusing on the right things? (Select Yes or No for each)

- | Y | N |
|-------------------------------------|-------------------------------------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> |
- Reducing congestion
Improving safety
Improving travel-time reliability on E. 88th Avenue
Improving lighting, drainage and landscaping

Is there anything else the study should focus on?

7. What is important to you on E. 88th Avenue? Please rank the following (1 being the most important, 10 the least important):

- | | |
|----------|---|
| <u>2</u> | Eliminating the railroad crossing/train stops |
| <u>1</u> | Having sufficient capacity to manage special event travel (e.g., Flea Market peak season) |
| <u>3</u> | Addressing congestion |
| <u>4</u> | Reducing accidents |
| <u>5</u> | Addressing bike and pedestrian facilities (e.g., sidewalks, bike lanes, etc.) |

SURVEY & COMMENT FORM

E. 88TH AVENUE WIDENING ENVIRONMENTAL ASSESSMENT



Open comments:

SURVEY & COMMENT FORM



E. 88TH AVENUE WIDENING ENVIRONMENTAL ASSESSMENT

NAME Ismail Villalobos EMAIL ish_villalobos PHONE 303-289-4656
HOME ADDRESS 7750 Lander St. CITY Commerce City STATE CO ZIP 80022
COMPANY / ORGANIZATION Mile High Flea Market YOUR ROLE / OCCUPATION Operations Manager

1. How often do you use any part of E. 88th Avenue from Highway 2 to I-76?

- ☒ Always (once or twice a day)
☐ Usually (3-5 times a week)
☐ Sometimes (at least once a week)
☐ Rarely (2-3 times a month)
☐ Never
☐ Other (please specify)

2. Why do you use E. 88th Avenue? (select all that apply)

- ☒ Commuting to and from work
☐ Short local trips (running errands)
☐ Traveling through (truck driver, tourist, other not destined for Commerce City)
☐ Attending events in the area (sports, conventions, other)
☐ Commerce City attractions (Flea Market, Drive-In Theatre, bars, restaurants, museums)
☐ I don't use E. 88th Avenue
☐ Other (please specify)

3. How do you typically travel through this area? (select all that apply)

- ☒ Automobile (by myself)
☐ Carpool
☐ Bike
☐ Walk
☐ Ridesharing (Uber/Lyft)
☐ Other (please specify)

4. Zip code where you work?

5. On your frequent/typical trips along E. 88th Avenue, where do you start (address and/or cross-streets) and where do you end up (address and/or cross-streets)?

Starting point:

80022

Ending point:

80640

6. Are we focusing on the right things? (Select Yes or No for each)

- | Y | N |
|-------------------------------------|--------------------------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> |

Is there anything else the study should focus on?

7. What is important to you on E. 88th Avenue? Please rank the following (1 being the most important, 10 the least important):

- | | |
|----------|---|
| <u>1</u> | Eliminating the railroad crossing/train stops |
| <u>1</u> | Having sufficient capacity to manage special event travel (e.g., Flea Market peak season) |
| <u>1</u> | Addressing congestion |
| <u>1</u> | Reducing accidents |
| <u>1</u> | Addressing bike and pedestrian facilities (e.g., sidewalks, bike lanes, etc.) |

SURVEY & COMMENT FORM

E. 88TH AVENUE WIDENING ENVIRONMENTAL ASSESSMENT



Open comments:

SURVEY & COMMENT FORM



E. 88TH AVENUE WIDENING ENVIRONMENTAL ASSESSMENT

NAME Ruth Rutherford EMAIL ruth.rutherford@rssteel.com PHONE 303-217-7441
WORK HOME ADDRESS 8573 Ulster St CITY Commerce City STATE CO ZIP 80022
COMPANY / ORGANIZATION Intsel Steel West LLC YOUR ROLE / OCCUPATION HR/office mgr.

1. How often do you use any part of E. 88th Avenue from Highway 2 to I-76?

- ☒ Always (once or twice a day)
☐ Usually (3-5 times a week)
☐ Sometimes (at least once a week)
☐ Rarely (2-3 times a month)
☐ Never
☐ Other (please specify)

2. Why do you use E. 88th Avenue? (select all that apply)

- ☒ Commuting to and from work
☒ Short local trips (running errands)
☐ Traveling through (truck driver, tourist, other not destined for Commerce City)
☒ Attending events in the area (sports, conventions, other)
☒ Commerce City attractions (Flea Market, Drive-In Theatre, bars, restaurants, museums)
☐ I don't use E. 88th Avenue
☐ Other (please specify)

3. How do you typically travel through this area? (select all that apply)

- ☒ Automobile (by myself)
☐ Carpool
☐ Bike
☐ Walk
☐ Ridesharing (Uber/Lyft)
☐ Other (please specify)

4. Zip code where you work?

80022

5. On your frequent/typical trips along E. 88th Avenue, where do you start (address and/or cross-streets) and where do you end up (address and/or cross-streets)?

Starting point:
Colo Blvd

Ending point:
Ulster St

6. Are we focusing on the right things? (Select Yes or No for each)

- | Y | N | |
|-------------------------------------|--------------------------|---|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Reducing congestion |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Improving safety |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Improving travel-time reliability on E. 88th Avenue |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Improving lighting, drainage and landscaping |

Is there anything else the study should focus on?

7. What is important to you on E. 88th Avenue? Please rank the following (1 being the most important, 10 the least important):

- | | |
|----------|---|
| <u>3</u> | Eliminating the railroad crossing/train stops |
| <u>1</u> | Having sufficient capacity to manage special event travel (e.g., Flea Market peak season) |
| <u>2</u> | Addressing congestion |
| <u>4</u> | Reducing accidents |
| <u>5</u> | Addressing bike and pedestrian facilities (e.g., sidewalks, bike lanes, etc.) |

SURVEY & COMMENT FORM

E. 88TH AVENUE WIDENING ENVIRONMENTAL ASSESSMENT



Open comments:

SURVEY & COMMENT FORM



E. 88TH AVENUE WIDENING ENVIRONMENTAL ASSESSMENT

NAME Gary Garcia EMAIL philspence3483@gmail.com PHONE 3/472 5306
HOME ADDRESS 8180 Rosemary St CITY Commerce City STATE CO ZIP 80022
COMPANY / ORGANIZATION Home Owner YOUR ROLE / OCCUPATION _____

1. How often do you use any part of E. 88th Avenue from Highway 2 to I-76?

- ☐ Always (once or twice a day)
- ☒ Usually (3-5 times a week)
- ☐ Sometimes (at least once a week)
- ☐ Rarely (2-3 times a month)
- ☐ Never
- ☐ Other (please specify)

2. Why do you use E. 88th Avenue? (select all that apply)

- ☐ Commuting to and from work
- ☒ Short local trips (running errands)
- ☐ Traveling through (truck driver, tourist, other not destined for Commerce City)
- ☐ Attending events in the area (sports, conventions, other)
- ☐ Commerce City attractions (Flea Market, Drive-In Theatre, bars, restaurants, museums)
- ☐ I don't use E. 88th Avenue
- ☐ Other (please specify)

Getting access to I-76

3. How do you typically travel through this area? (select all that apply)

- ☒ Automobile (by myself)
- ☐ Carpool
- ☐ Bike
- ☐ Walk
- ☐ Ridesharing (Uber/Lyft)
- ☐ Other (please specify)

4. Zip code where you work?

80205

5. On your frequent/typical trips along E. 88th Avenue, where do you start (address and/or cross-streets) and where do you end up (address and/or cross-streets)?

Starting point:

81st Rosemary

Ending point:

I-76 and Beyond

6. Are we focusing on the right things? (Select Yes or No for each)

- | Y | N |
|-------------------------------------|--------------------------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Is there anything else the study should focus on?

7. What is important to you on E. 88th Avenue? Please rank the following (1 being the most important, 10 the least important):

- ☒ Eliminating the railroad crossing/train stops
- ☐ Having sufficient capacity to manage special event travel (e.g., Flea Market peak season)
- ☒ Addressing congestion
- ☐ Reducing accidents
- ☒ Addressing bike and pedestrian facilities (e.g., sidewalks, bike lanes, etc.)

SURVEY & COMMENT FORM



E. 88TH AVENUE WIDENING ENVIRONMENTAL ASSESSMENT

Open comments:

I've lived in the area for over 30 years and have noticed a lot of new traffic in the late hours of the day. Some times in the evening it's hard to get home from I-76. Because of the traffic going into the 88th Drive inn, and the stoppage of trains on 88th Ave, I also noticed the trains will stop and stay in the intersection for twenty to thirty minutes causing back ups all the way to my house on 81st. I'm concerned that someday the fire Dept will be delayed by the trains and have an impact on the job they are set out to do!

Hopefully

SIGN-IN SHEET



Name	Email Address	Street Address	City, State, Zip	Would you like to be added to the distribution list?
JOE Wilson	jwilson@c3gov.com	MSC 8602 ROSEMARY ST.	Commerce City	
Shelley Maki	Smaki2milehighfarmmarket.com	8807 88th Ave	Commerce City	
Ruth Rutherford	Ruth.rutherford@rssteel.com	8573 Utser St	Commerce City	Yes
Milinda Love	wikiup@hp-properties.com	6500 E. 88 th Ave.	Henderson CO 80640	yes
Frank & Julia Agazzi	abrightfuture2@aol.com	8705 Rosemary St	CC 80022	yes
Anita Mercado	anitam73@gmail.com	6521 Porter Wy	C.C. 80022	yes

SIGN-IN SHEET

E. 88th Avenue Widening Environmental Assessment
Public Open House
March 27, 2018

[illegible]

SIGN-IN SHEET

Name	Email Address	Street Address	City, State, Zip	Would you like to be added to the distribution list?
David Riley		7360 E 82nd Pl	Commerce City, CO	No
Kyleen Rush	kyleen.rush@gmail.com	8780 Rosemary St.	Commerce City CO 80022	Yes
Albert & Alberta Elkart	twacamp1270@aol.com	8674 LAUREL DR	Commerce City CO 80022	Yes
David Carpenter	dcarpenter@daconsultingllc.com	9975 Wadsworth PKwy K-2140	Westminster, CO 80021	Yes
Lucinda Vidal	lucinda.v.marguez@hotmail.com	8221 Rosemary St.	Commerce City CO 80022	yes
Stephania Iniguez	iniguezstephania@gmail.com	8401 Rosemary St.	Commerce City, CO	No
Jose Iniguez	JIniguez303@gmail.com	8401 Rosemary St.	Commerce City, CO	yes
Raylene Newman	Raylene97@gmail.com	6860 E 60th Pl	Commerce City, CO	No
Xavier Machuca	TheWonderKid303@gmail.com	6860 E 60th Pl	Commerce City, CO	No

SIGN-IN SHEET

Name	Email Address	Street Address	City, State, Zip	Would you like to be added to the distribution list?
Ismael Villalobos	i.villalobos@MileHighFleaMarket	7007 E. 88 th Ave	Henderson, CO 80640	Yes
GAM Garcia	philsplace3463@gmail.com	8180 Rosemary	Commerce City CO 80022	yes
BRIAN MYERS	BRIAN@MYERSKISA.COM	7301 E 82ND PL	Commerce City CO 80022	YES
Rick & Sharon Hage	TLC Housekeeping at Comcast.net	8769 Laurel Dr	Commerce City, Colo. 80022	yes
Susan Kachevar	du-pioneer@comcast.net	8780 Rosemary St	Commerce City, CO 80022	yes
MIKE CONNOR	MIKCONNOR@HRCRIZEN.COM	4579 E 95TH CT	THORNTON, CO 80229	YES
DAUG THORPE	MHFM	7007 E. 88 th AVE.	② HENDERSON, CO.	YES
Cari Cox		8686 Laurel Dr		yes
Jacob Smith	Jacob271@gmail.com	8686 Laurel Dr	Commerce City	yes

Online Public Meeting

June 22, 2020, to August 7, 2020

Online Public Meeting Summary

159
VISITORS**10**
SURVEY RESPONSES**10**
EMAILS**2**
COMMENTS

Overview

The online public meeting (www.c3roadwayimprovements.com) launched on Monday, June 22, 2020, and closed on Friday, August 7, 2020. The meeting provided an update to the E. 88th Avenue Widening Project and introduced the Rosemary Street Widening Project, including a survey to gather input from the public. Information for each project was posted on a separate page of the online meeting to avoid confusion. Although the survey focused on the Rosemary Street Widening Project, the results are summarized here for additional context and because some of the results are applicable to the E. 88th Avenue Widening Project. The E. 88th Avenue Widening Project hosted a project-specific survey in 2019. This online public meeting was provided in English and Spanish, and was promoted through the following outlets.

- Social media
- Website
- Press release
- Email to stakeholders
- Commerce City newsletter

Survey Responses

How often do you use Rosemary Street between East 86th Avenue and East 81st Place?

- Always - Once Or twice a day
- Always - Once Or twice a day
- Sometimes but try to avoid because of traffic
- Always - Once Or twice a day
- Always - Once Or twice a day
- Usually - 3-5 times a week
- Sometimes - At least once a week
- Sometimes - At least once a week
- Usually - 3-5 times a week
- Usually - 3-5 times a week

Why do you use Rosemary Street?

- Commuting to and from work
- Commuting to and from work; Short local trips (running errands); Attending events in the area (sports, conventions, other); Commerce City attractions (flea market, drive-in theater, bars, restaurants, museums)
- Commuting to and from work

- Commuting to and from work; Short local trips (running errands); Traveling through (truck driver, tourist, other/not destined for Commerce City); Attending events in the area (sports, conventions, other); Commerce City attractions (flea market, drive-in theater, bars, restaurants, museums)
- Other
- Commuting to and from work
- Short local trips (running errands)
- Commuting to and from work
- Short local trips (running errands)
- Commuting to and from work; Short local trips (running errands); Attending events in the area (sports, conventions, other); Commerce City attractions (flea market, drive-in theater, bars, restaurants, museums)

How do you typically travel through this area?

- Automobile by myself
- Automobile by myself; Bike
- Automobile by myself
- Automobile by myself
- Automobile by myself
- Automobile by myself
- Automobile by myself
- Automobile by myself
- Automobile by myself
- Automobile by myself

What is important to you on Rosemary Street? (10-most important, 1- least important)

What is important to you on Rosemary Street? >> Having sufficient capacity to manage special event travel (ex: drive-in peak season)	What is important to you on Rosemary Street? >> Addressing congestion	What is important to you on Rosemary Street? >> Reducing accidents	What is important to you on Rosemary Street? >> Providing a reliable trip time	What is important to you on Rosemary Street? >> Addressing bike and pedestrian facilities (ex: sidewalks, bike lanes, etc.)
10	10			
3	4	4	6	3
8				10
9	10	8	10	6
10	10			
10	10			
10	10			
1	5			
6	10	4	4	7
4	1	2	3	1

Is there anything else we should know or are there other issues we should consider?

- Use a zero or near zero energy project: concrete traffic circles. We don't have the tax dollars for an expensive project.
- Rosemary needs to be widened especially north of the 86th Avenue. This project is long overdue.
- Addressing emergency traffic accessing Rosemary Street from South Adams County Station 24 by adding a stop light.
- I have lived in Commerce City for 20 years and the stop lights on 74th. & Colorado Blvd. where you come off I-76 are so old and out dated. When can they get replaced? There is a little sign that says Commerce City and that intersection looks like crap.
- Make it user friendly for trucks and emergency vehicles to use

Emails/Zip Code

Your Email Address	Your Zip Code
[REDACTED]	80022
[REDACTED]	80022
[REDACTED]	80022
[REDACTED]	80022
[REDACTED]	80022
[REDACTED]	80022
[REDACTED]	80022
[REDACTED]	80022
[REDACTED]	80022
[REDACTED]	80640

Comments

First Name	Last Name	Email	Is your comment about a specific project?	Your Comment
Susan	Kochevar	[REDACTED]	Rosemary Street	The rendering is not specified enough for me to ensure this will it adversely impact my business.
Marilyn	Sonnema	[REDACTED]	E. 88th Avenue	I don't think a sidewalk is needed if you have a multi use path. The only people who walk/ride bikes are Fedex employees. This is because the bus doesn't go further east of the trailer park. You also need to involve people who drive semi trucks. You obviously left us out on the 88th Ave and Hwy 2 interchange. You took out the southbound acceleration lane, and the left turn with that island on to

				<p>88th is too tight. So before you spend a ton of money on useless items, please actually think about it. Trucks use the road mostly. Only two times a day do Thornton people go and come home from work up Rosemary. But most of all, please do not design the road with man holes where the tires track! You did this on hwy 2 and it really takes a toll on us as drivers and the road being maintained properly. I know you probably will not take this to heart, but please have the engineers or designers of the road ride with a truck driver for a day and you will see the short comings of some of the designs around the city. This area is almost all industrial, then you added the steel place and getting in and out of Ulster is a true pleasure.</p> <p>Thank you, Marilinn Semi driver of over 35 years and resident of Irondale for 25 years</p>
--	--	--	--	---

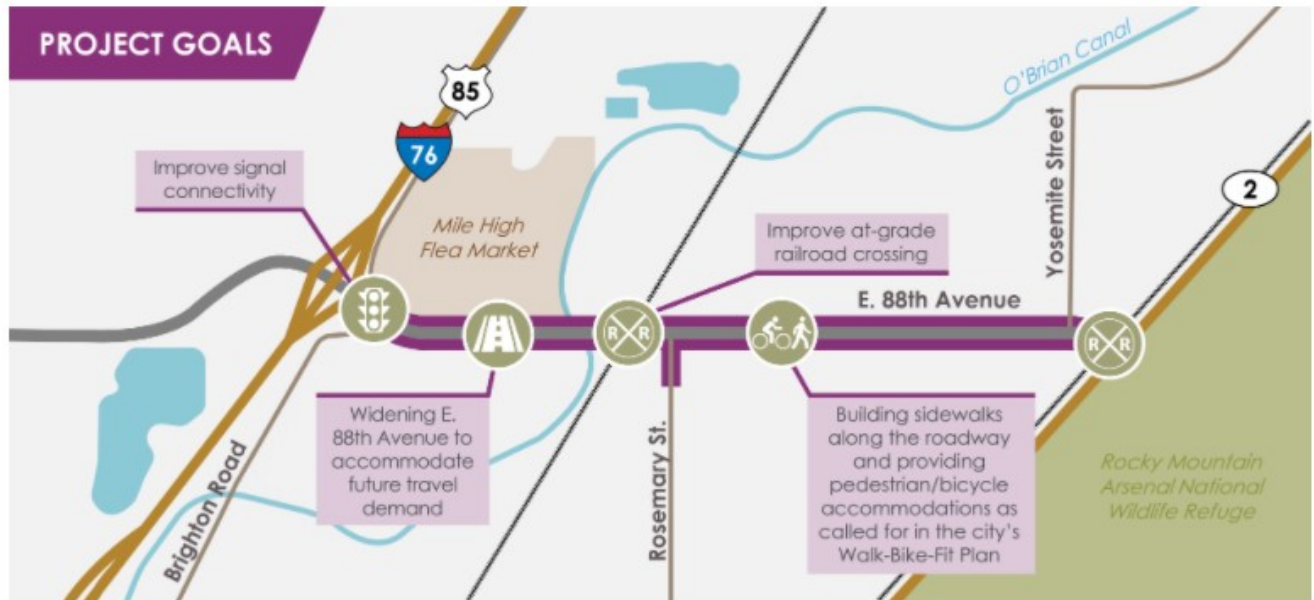
E. 88th Avenue

Project: E. 88th Avenue Widening

The city is conducting an Environmental Assessment (EA) along this 1.6-mile stretch of E. 88th Avenue between Highway 2 and I-76 in order to determine the environmental impacts of a proposed project. This project includes improvements to the Rosemary intersection. The final EA will present the preliminary design, evaluate environmental impacts and identify next steps for project implementation.

GOALS

We received your feedback in 2019, and based on our findings from community and agency scoping, it is proposed that the project will include the following elements:



[Click the image above to enlarge.](#)

E. 88th Avenue

Railroad Crossing Improvements

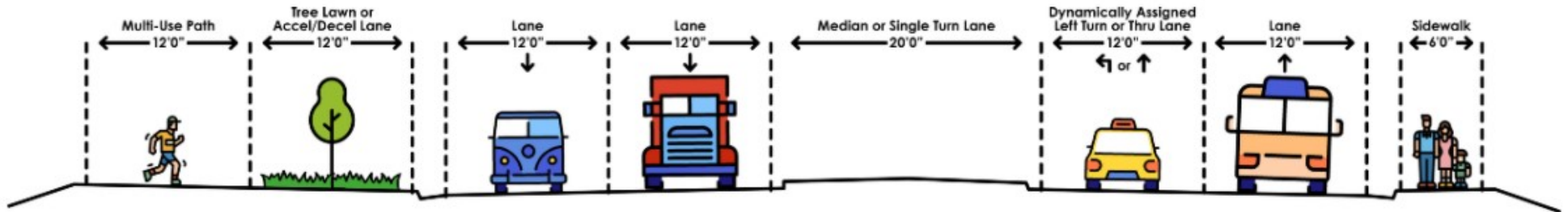
During the development of the EA, the proposed grade separation at the UPRR was examined. Based on feedback from the public, the high cost, and other higher priority grade separation needs within the city, this crossing will be improved as an at-grade crossing.



Proposed Design

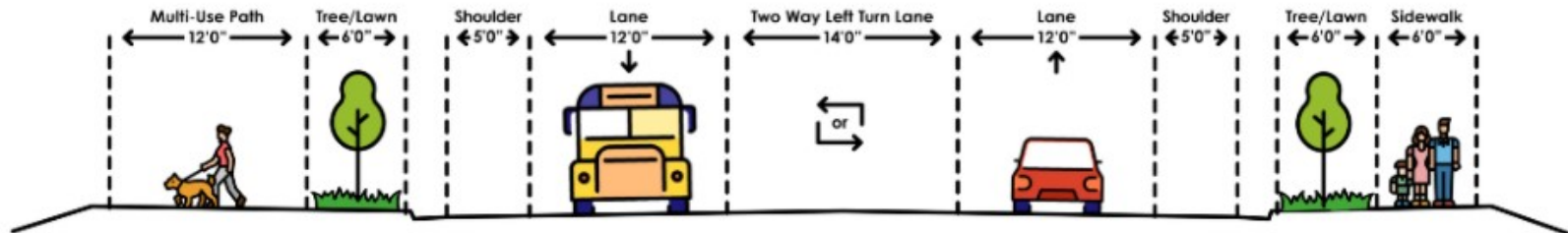
E. 88TH AVENUE WEST OF ROSEMARY ST.

Two Lanes Each Direction with Raised Median • Detached Multi-use Path • Attached Sidewalk



E. 88TH AVENUE EAST OF ROSEMARY ST.

One Lane Each Direction with Two Way Left Turn Lane • Detached Multi-use Path • Detached Sidewalk



Estimated Timeline



Fall 2021:
Complete NEPA



Throughout 2021:
Complete Final Design Utilities



Fall 2022:
Begin Construction

Stay Informed

Do you want to receive e-mails with project updates and other opportunities to give feedback?



Your Email Address

example@example.com

Your Zip Code

Example: 80022



COMMERCE CITY: ONLINE COMMUNITY MEETING PROMOTIONAL CONTENT

Social Media Content

POST: Interested in learning more about the roadway improvements Commerce City is working to bring to your community? Join our online community meeting anytime starting June 25 to learn more about the E. 88th Avenue Widening Project and the Rosemary Street Widening Project.

[Link to online meeting [URL](#)]

POST: Please join our online community meeting to learn more about how the feedback you provided on the E. 88th Avenue Widening Project helped inform the project elements. The meeting will also include information on the Rosemary Street Widening Project.

Visit [\[URL\]](#) anytime starting June 25th!

POST: Increased safety, capacity, and connectivity are just some of the goals of the roadway improvements Commerce City is working bring. Please join our online community meeting to learn more and provide your input! The meeting will include information on the E. 88th Avenue Widening Project and the Rosemary Street Widening Project.

Visit [\[URL\]](#) anytime starting June 25th!

Website Content

COMMERCE CITY ROADWAY IMPROVEMENTS: ONLINE COMMUNITY MEETING!

Please join us in our online community meeting to learn more about Commerce City Roadway Improvements! This meeting will provide an update on the E. 88th Avenue Widening Project between Highway 2 and I-76 and an introduction to the new Rosemary Street Widening Project between East 86th Avenue and East 81st Place.

The online meeting will be available beginning June 25. To join, visit: [URL](#)

Your input is critical to the success of these important projects!



Press Release

City Government of Commerce City invites you to join our Roadway Improvements Online Community Meeting

COMMERCE CITY – JUNE 10, 2020 – The City Government of Commerce City will be providing information on roadway improvements associated with the E. 88th Avenue Widening Project and Rosemary Street Widening Project. The online community meeting will be available beginning June 25, 2020 at the following link: [URL]. The meeting will remain open until July 25, 2020.

The city is conducting an Environmental Assessment (EA) for the E. 88th Avenue Widening Project along the 1.6-mile between Highway 2 and I-76 in order to determine the environmental impacts of a proposed project. This project includes improvements to the Rosemary intersection. The final EA will present the preliminary design, evaluate environmental impacts and identify next steps for project implementation.

The meeting will provide an update on the E. 88th Avenue Widening Project, including next steps and details on how community input provided in 2019 has helped inform certain project elements.

The city is also proposing the Rosemary Street Widening Project between East 86th Avenue and East 81st Place. The city is evaluating the environmental and right-of-way impacts for the improvements and will develop preliminary and final design along this 0.6 mile stretch.

The meeting will include an introduction to the Rosemary Street Widening Project and will ask community members for their feedback to support the development of the preliminary designs.

To learn more visit: <https://www.c3gov.com/home>

COMMERCE CITY ROADWAY IMPROVEMENTS / MEJORAS VIALES EN COMMERCE CITY



LEARN MORE: ONLINE COMMUNITY MEETING / INFORMATE EN LA REUNION COMUNITARIA EN LINEA

Please join us in our online community meeting to learn more about Commerce City Roadway Improvements! The meeting will provide an update on the E. 88th Avenue Widening Project between Highway 2 and I-76 and will give an introduction to the new Rosemary Street Widening Project between East 86th Avenue and East 81st Place.

Participa con nosotros en nuestra reunión de la comunidad en línea para obtener más información sobre las mejoras de las calles en Commerce City Roadway. La reunión proporcionará una actualización sobre el proyecto de ampliación de E. 88th Avenue entre la Carretera 2 y la I-76 y dará una introducción al nuevo proyecto de ampliación de Rosemary Street entre East 86th Avenue y East 81st Place.



JOIN US AT YOUR CONVENIENCE / PARTICIPA SEGUN TU CONVENIENCIA

STARTING JUNE 25, 2020 / A PARTIR DEL 25 DE JUNIO DE 2020

Your input is critical to the success of these projects. /
Tu aporte es vital para el éxito de estos proyectos.

C3RoadwayImprovements.com



COMMERCE CITY ROADWAY IMPROVEMENTS / MEJORAS VIALES EN COMMERCE CITY

ATTN: Katie Angell
1670 Broadway Suite 3400
Denver, CO 80202

ONLINE MEETING AVAILABLE STARTING /
REUNION EN LINEA A PARTIR DEL

JUNE 25, 2020

C3ROADWAYIMPROVEMENTS.COM



Attachment E. Block-by-Block Summaries

E. 88th Avenue Widening Environmental Assessment

Block-by-Blocks Summary

(Action items highlighted in yellow)

Meeting 1

DATE: Wednesday, April 24, 2019

2 – 3:30 p.m.

LOCATION: Mile High Flea Market

ATTENDEES: Joe Wilson, Commerce City
Diana Trettin, Commerce City
Troy Halouska, Atkins
Gary Johnson, EST
Amy Backel, EST
Chuck Dreesen, EST
Zach Bentzler, HDR
Katie Angell, HDR

Vik Navin, Mile High Flea Market
Lincoln Hoffman, United Flea Market
Matt Noteboom, LG Everist
Oscar Jaquez, Property Owner

Notes

- DOT traffic light changes causing more traffic on Fridays – connect Vik with Ben Kiene or notify CDOT
- Zach questions – NEPA compliance
 - Do you employee residents from the area here?
 - Yes, within a 5-10 mile radius, many from Wikiup
 - Do you know if the surrounding areas come to the flea market?
 - Yes, we do. Our reach goal is Greely – Aurora – Boulder
 - Primary demographic is a 10-20 mile radius
- Mile High Flea Market – open Friday – Sunday – Sellers set up as early as Thursday evening
 - EST took counts on a Sunday

Meeting start:

- Gary provided an overview of project and general layout
- Left turn out would be the largest impact to the Flea Market
 - Flea Market Concern (Lincoln) – people are still going to try to make a U turn and jump over all traffic
 - Encourage people to go to Brighton, or a signal lane out at the entrance of the Flea Market
- Raise median proposed because of the safety issues
- The current left turn out of the Flea Market exit on to 88th Avenue is scary – comment from Lincoln
- Foot traffic across 88th Ave
- Will you take some of my land? – Oscar
 - Idea 1 – keep Flea Market entrance, propose connector to Quince w/ signal
 - Idea 2 – Jug handle
 - Are the intersections traffic signaled?

- No
 - Trailers and vehicles out of LG heading west, left would be difficult
- Idea 3 – move entrance of Flea Market a few feet
- Idea 1-3 require property acquisition
- Idea 4 – no roadway impacts to Oscars property, but there would be a storm sewer
- Oscar is the owner – currently a tenant living there
 - Lease on the property – how long is it?
 - 20 year lease
- Idea 1 (Quince Connector) is preferred with a signal by LG Everist and Flea Market
- Front parking lot at Flea Market fills up by 1 p.m. on Sundays and people then park in the back lot
- Francisco to call Oscar to ask about the preliminary designs
 - Suggest a separate meeting with the team/Francisco and Oscar
 - Suggest a separate meeting with stock pile, as well
- Will there be landscaping?
 - Yes, 12 ft tree line
- Flea Market – don't want to impact customer base, want to improve traffic flow, mitigating impact into the market itself as far as moving the roadway into it
- LG Everist not a fan of option 4 – taking some of their parking
- How far away is the bridge from the Flea Market entrance?
- LG Everist – prefers idea 1 (Quince) and 4 (connector north)
- Flea Market – prefers idea 1 and jug handle
 - Option 4 losing a significant amount of parking
- Oscar is impacted with all options and is very surprised

Lincoln Q: Federal funding?

- Next phase of the project would be the complete design
- Contributed 2 million and matched that
- Not committing construction dollars until we show them the design
- In addition to the 4 million, probably about 5 million in ROW maybe more, 30 million is construction

Lincoln Q: What would construction look like?

- Not sure at this time, keeping one lane in both directions open at all times
- It is a concern given the demand to the flea market
- Earliest to construction is 2022

Meeting 2

DATE: Wednesday, April 24, 2019

4 – 5 p.m.

LOCATION: Mile High Flea Market

ATTENDEES: Joe Wilson, Commerce City
Diana Trettin, Commerce City
Troy Halouska, Atkins
Gary Johnson, EST
Amy Backel, EST
Chuck Dreesen, EST
Katie Angell, HDR

Richard Hage, Laurel Drive Homeowner
Cari Cox, Laurel Drive Homeowner
Albert Elhart, Laurel Drive Homeowner

Notes

- Richard – takes grandchildren to and from school, on the way home sometimes turns around in Flea Market to come the other direction
 - Need more east and west streets

Meeting Start:

- Are you taking a lot of the flea market land?
- Are you planning on making Rosemary four lanes?
 - Same process on Rosemary later this year
- Will there be a left turn into Laurel?
 - It will be a raised median across Laurel – Laurel will become a right in right out
 - Ideas to help the left turn movement to make it safer
- Wikiup would be a right-in right-out, as well
 - Would use Brighton
- Cari asked if we could connect Laurel Street via this ditch to Brighton Road
 - Richard pointed out a lot of people would use their street as a bypass, so they as a group decided this wasn't their preference, that the dead-end was better for keeping their street low-traffic
- Complained about there being dirt and waste being dumped behind their street
 - Adams County – who gave them the permit to dump there?
 - It's not supposed to be more than eye-level
 - Rumors it's for a future trail
 - **Provide Cari with Adams County contact**
- Possibility of connecting Wikiup with Laurel
- Is the median necessary?
 - We feel it is important for safety
- How does it help us?
 - Safety standpoint
- Won't have any left turn access that will back up
- U turn possibility
- Jug handle option
 - Will there be a traffic signal there?
 - No, but there is one if we move the entrance to the flea market to line up with access to Quince under the bridge

- Combination of the u-turn and jug handle
- Another part of our project it to coordinate signals
 - Very pleased
- People don't care about the "do not block" signage
- 9 Federal standardized requirements to warrant a signal
- 50 cars a day at least come through Laurel
 - Several of which are from the stock yard
- Laurel is known for ditching stolen cars
- Signal on Brighton Road to turn left takes forever on the weekend
- ROW reservation that was put on the flea market property – focused on moving to the north and not impacting Laurel or Wikiup
- Gets backed up during the morning and afternoon, especially with the Flea Market
- **Texas u-turn - research**
- What about emergency situations? Ambulances onto Laurel
 - Would be originating from the east
- When would we see construction?
 - 2022 at the earliest

Meeting 3

DATE: Friday, April 26, 2019

12 - 1 p.m.

LOCATION: Commerce City

<p>ATTENDEES: Joe Wilson, Commerce City Brent Thompson, Commerce City Diana Trettin, Commerce City Troy Halouska, Atkins Gary Johnson, EST Amy Backel, EST Chuck Dreesen, EST Katie Angell, HDR</p>	<p>Joe Moseley, DPI Specialty Foods Kristin Melcer, Lineage Logistics</p>
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Notes

- DPI has landscaping in the ROW
- DPI has WB 53 truck size
- Will there be a lane open during construction?
 - Yes, and there will be flaggers, advance notice, VMS boards
- Move routes to come off of HWY 2
- Both in favor of TWLTL – two way left turn lane
- Lineage- 7 days a week, 24/7 inbound outbound every day, majority is the day shift (noon) – large trucks, long
 - Kroger, Dairy, Save-a-lot
 - Go between sites – 150+ sites nation-wide
- DPI closed on Saturday's 5 a.m. – 2 a.m. decrease from 2 – 5 a.m.
 - Sorting facility – city market, Kroger, etc.
 - 7 states out of this facility

Meeting 4

DATE: Friday, April 26, 2019

2:30 – 3:30 p.m.

LOCATION: Commerce City

ATTENDEES:	Joe Wilson, Commerce City	Frank Agazio, Property Owner
	Brent Thompson, Commerce City	Susan Kochevar, 88 Drive-in
	Diana Trettin, Commerce City	Kyleen Rush, 88 Drive-in
	Troy Halouska, Atkins	
	Gary Johnson, EST	
	Amy Backel, EST	
	Chuck Dreesen, EST	
	Katie Angell, HDR	

Notes

- 88 Drive-in pleased about the left turn lane
- People pull over and park on Rosemary currently, improvements will prevent that
- Discussion about the 60in pipeline with urban drainage
- Effected by mosquitos if there is a pond nearby
- How will the bridge impact the drive-in exit?
 - It would raise a little
- Traffic inside theater, but not out during 88th Ave traffic
- Is it all going to bottle neck at the Rosemary intersection
 - The city is moving forward to look at Rosemary widening
- How will the bridge impact the 7-11?
 - Has yet to be finalized
 - Intersection up in the air 8-10 ft, 6% grade
 - That will be a problem with the lights
 - Susan to provide light study with drive-in theatres
- People from all over the area, Wyoming, nationally and globally
 - Employee several employees from Commerce City
- Schedule meeting with David (civil engineer) and Susan
- Had property since 1916 – 7-11 plans on building in August



Dear Property Owner:

Commerce City is proposing a project to widen E.88th Avenue and make other improvements to the roadway between Interstate 76 and Highway 2, including the intersection with Rosemary Street. The city is hosting a meeting to help stakeholders learn more about the project and review preliminary designs.

Our records indicate that you are a landowner along Rosemary Street, and we would like to invite you to attend this meeting. The project team will be there to discuss the process, what the proposed improvements could look like, and answer questions or hear your concerns.

E. 88th Avenue Project Stakeholder Meeting:

Tuesday, Nov. 12

11 a.m. – 1 p.m.

Commerce City Municipal Service Center
8602 Rosemary St.

Please RSVP to Katie Angell or feel free to reach out with questions at Katie.angell@hdrinc.com.

Thank you and we look forward to seeing you there.

Sincerely,

Katie Angell
City Consultant
303-318-6327



Estimado propietario/a:

Commerce City está proponiendo un proyecto para ampliar la E.88th Avenue y hacer otras mejoras en esa calle entre la Interstate 76 y la Highway 2, incluida la intersección con Rosemary Street. La ciudad está organizando una reunión para ayudar a las partes interesadas a aprender más sobre el proyecto y revisar los diseños preliminares.

Nuestros registros indican que usted es un propietario de tierras en Rosemary Street y por eso nos gustaría invitarlo a asistir a esta reunión. El equipo del proyecto estará allí para hablar sobre el proceso y sobre cómo podrían verse las mejoras propuestas, y para responder preguntas o escuchar sus inquietudes.

Reunión de Partes Interesadas del Proyecto E. 88th Avenue:

Martes 12 de noviembre

11 a.m. – 1 p.m.

Commerce City Municipal Service Center (Centro de Servicios Municipales)

8602 Rosemary St.

Responda a Katie Angell para confirmar su presencia y no dude en comunicarse con ella a esta dirección:
Katie.angell@hdrinc.com.

Gracias y esperamos verlo allí.

Sinceramente,

Katie Angell
Consultora de la Ciudad
303-318-6327

Meeting 5

Rosemary Block Landowner Meeting

DATE: Tuesday, November 12, 2019 11:00 a.m. – 1:00 p.m.

LOCATION: Commerce City

<p>ATTENDEES: Brent Thompson, Commerce City Diana Trettin, Commerce City Gary Johnson, EST Amy Backel, EST Katie Angell, HDR Zach Bentzler, HDR</p>	<p>Frank Agazio (8705 Rosemary St – 7-11 development) Susan Kochevar (8780 Rosemary St – 88 Drive-in Theatre) Pat Smith +1 (8245 Quebec St – Motor Car Auto Carriers, Inc.) Olivia Bueno +1 (8491 Rosemary St) Glenn Murray (8571 Rosemary) Randall Weigum +1 (South Adams County Fire)</p>
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Notes

Susan, Frank, & Pat Convo

- Susan please about the turn into the theater
- All are glad there will be sidewalks
- 1-2 accidents a week next to Motor Carriers and the church
 - This design will help with this issue
- There is a memorial sign from a motorcycle accident on Rosemary to be aware of
- Motor Carriers wish there was a left turn out of their facility – it is currently hard to get out
 - Expansion near 88th will help alleviate backups on Rosemary
- When there is a train, many people turn and go to 80th
 - Commerce City is conducting a train study
 - Train waits have been better lately – assuming reschedule of train deliveries
- Drive-in has people turn in using a double lane
 - Credit card processing creates a lot of the backup – around 250 cards per ½ hour
- Question from Zach: Is there any light impacts to the drive-in currently?
 - Yes, purchased a much brighter bulb to help mitigate light disturbance
 - Nearby businesses
 - Bridge will help shield the rock company's lights

Olivia (Plus translator) Convo

- Need drainage improvements
 - Improvements will come with Rosemary project
 - Directed to Mile High Flood District

Glenn Convo

- Roslyn Street is a disaster – not maintained
- Does this design keep in mind large truck traffic?
 - Yes, curves were design to accommodate large trucks
- Why is there a median there?
 - To protect left turn lane
- Double turn is needed are the intersection – glad it's incorporated into the design

- Would rather see bridge money put towards something else
 - Thinks bridge is a mistake
 - Too expensive and the other roadway changes will suffice
 - Put money towards improvements on 120th, 96th, or other areas
- City vs. County pockets along Rosemary will be an issue
 - Businesses are City – Residents are County

Fire Department Convo

- Any traffic lights planned for our facility?
 - No, but anything existing will remain
- How much width of existing ROW?
 - We don't have much space to begin with
- Will drainage be improved?
 - There is a storm water drainage plan which will come out in 1.5 years
 - Adams County putting in their drainage to serve the well
- Would like to see stoplight at fire station to help get out during emergencies

Attachment F.

Social Media and Comment Management

Public Outreach & Comment Tracking Overview

The table below provides a snapshot of total communications between members of the public and project representatives during the first open house and launch of the survey. The open house was promoted via social media, website, door hangers, local publications, radio, and variable-message signs, and the survey was promoted through social media and the website.

308

TOTAL NUMBER OF
**LIKES ON
SOCIAL
MEDIA**

128

TOTAL NUMBER OF
**SURVEY
RESPONDERS**

10

TOTAL NUMBER OF
**COMMENT
CARDS**

78,000+

TOTAL NUMBER OF
**PEOPLE REACHED
ON SOCIAL MEDIA**

4,000+

TOTAL NUMBER OF
**DOOR HANGERS/
MAILERS**



Social Media Overview

Public Meeting 1 Promotion

88 Drive-in

Facebook – 49k followers

**88 Drive In Theatre** added an event.
March 11 at 8:46 PM · 🌐


We need your input.
Preserving the past, preparing for the future.
Commerce City is collecting input on widening 88th Avenue and Rosemary Street. We believe if this is done right it can be a win for everyone.
Things to know~... [See More](#)




WED, MAR 13
Preserving the Past, Preparing for the Future
Tradicion Bar & Grill & Event Center, 8383 Rosemary...
 You like 88 Drive In Theatre


  You and 280 others

31 Comments



MAR 27
Preserving the Past, Preparing for the Future.
Public · Hosted by 88 Drive In Theatre

 Wednesday, March 27, 2019 at 4:30 PM – 6:30 PM
4 days ago

 Tradicion Bar & Grill
Commerce City, Colorado [Show Map](#)

About Discussion

10 Went · 96 Interested
[Share this event with your friends](#)

Mile High Flea Market

Facebook – 21k followers

**Mile High Flea Market**
March 20 at 10:42 AM · 🌐

[City Government of Commerce City](#) wants to know your thoughts! Follow the link below to let them know how to improve 88th Avenue.
Their first public meeting is being held on March 27th from 4:30 pm - 6:30 pm at Tradicion Event Center if you prefer to tell them in person.



City Government of Commerce City
February 22 · 🌐


If you drive 88th Avenue east of I-76, we want to hear your thoughts on how to improve traffic conditions and safety. The city is planning a widening project an...
[See More](#)

 6

2 Comments

Commerce City

Facebook - 5,011 followers

E. 88th Avenue Improvements Project
Public Open House - new date!
Wednesday, March 27 • 4:30 - 6:30 p.m.
Tradicion Bar & Grill
8383 Rosemary St.

Learn more at c3gov.com/88th

MAR 27
88th Avenue project open house - new date
Public • Hosted by City Government of Commerce City

★ Interested

✓ Going

...

🕒

Wednesday, March 27, 2019 at 4:30 PM – 6:30 PM
4 days ago

📍

Tradicion Bar & Grill & Event Center
[Show Map](#)

About

Discussion

1 Went · 7 Interested
Share this event with your friends

City Government of Commerce City
March 21 at 4:49 PM · 🌐

Help us plan improvements to E. 88th Avenue between I-76 and Highway 2! You are invited to comment on the project at an open house next Wednesday, March 27 at Tradicion Bar & Grill, 8383 Rosemary St., from 4:30 – 6:30 p.m. (This meeting was rescheduled from March 13 due to the blizzard.) Learn more at <http://c3gov.com/88th>


Gary Johnson, EST Project Manager
-0:57
👍 😄 16
4 Comments 17 Shares

City Government of Commerce City
March 27 at 9:44 AM · 🌐

Join us this evening to help us plan improvements to E. 88th Avenue between I-76 and Highway 2. The open house will be held at Tradicion Bar & Grill, 8383 Rosemary St., from 4:30 – 6:30 p.m. (This meeting was rescheduled from March 13 due to the blizzard.) If you can't make it this evening you can still provide your feedback through the online survey at <http://c3gov.com/88th>.

E. 88th Avenue Improvements Project
Public Open House - new date!
Wednesday, March 27 • 4:30 - 6:30 p.m.
Tradicion Bar & Grill
8383 Rosemary St.

Learn more at c3gov.com/88th

👍 2

4 Shares

Twitter – 3,048 followers

YouTube – 261 subscribers

 **Commerce City, Co**
@CommerceCityCO [Follow](#)

Help us improve E. 88th Avenue from I-76 to Highway 2! You can comment on the project at an open house next Wed., 3/27 at Tradicion Bar & Grill, 8383 Rosemary St., 4:30 – 6:30 p.m. (Rescheduled from March 13 due to the blizzard.) Learn more at c3gov.com/88th



Gary Johnson, EST Project Manager
207 views
0:02 / 1:01


3:53 PM - 21 Mar 2019

2 Likes




Gary Johnson, EST Project Manager

88th Ave. Public Open House on March 27, 2019
22 views

 **Commerce City, Co**
@CommerceCityCO [Follow](#)

Join us this evening to help us plan improvements to E. 88th Ave between I-76 and Hwy 2. The open house will be at Tradicion Bar & Grill, 8383 Rosemary St., from 4:30–6:30 pm. Can't make it? You can still provide feedback through the online survey at c3gov.com/88th.



E. 88th Avenue Improvements Project
Public Open House - new date!
Wednesday, March 27 • 4:30 - 6:30 p.m.
Tradicion Bar & Grill
8383 Rosemary St.
Learn more at c3gov.com/88th

8:53 AM - 27 Mar 2019

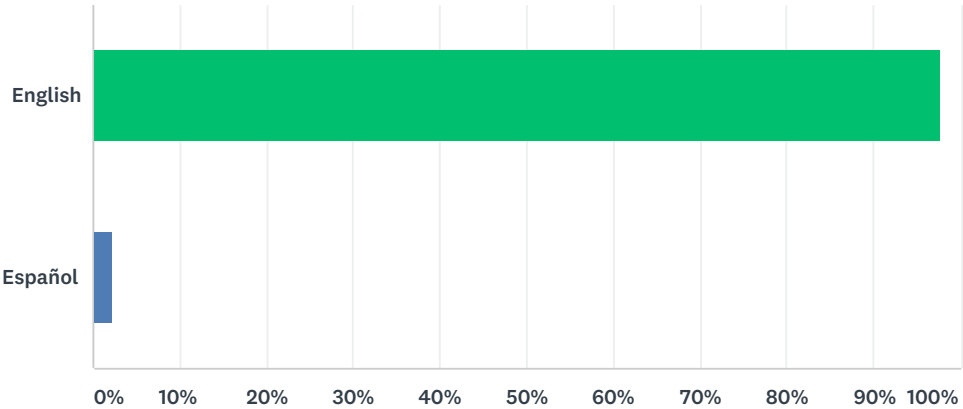
2 Retweets

Survey Results

As of March 29, 2019

Q1 Please select your preferred language. Por favor, indique el idioma de su preferencia.

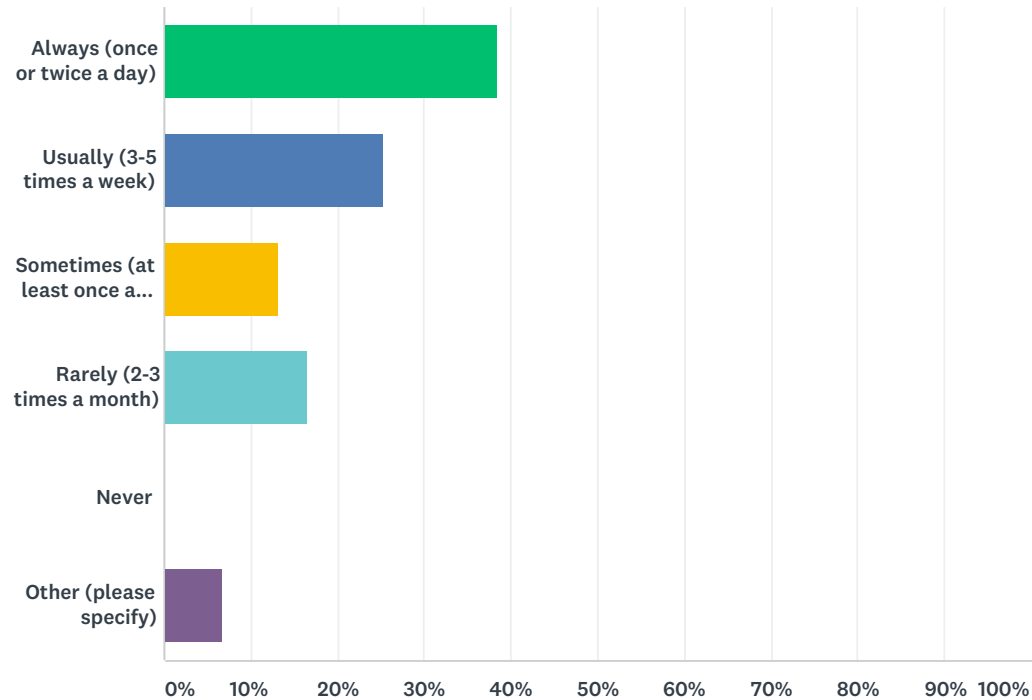
Answered: 128 Skipped: 0



ANSWER CHOICES		RESPONSES	
English		97.66%	125
Español		2.34%	3
TOTAL			128

Q2 How often do you use any part of E. 88th Avenue from Highway 2 to I-76?

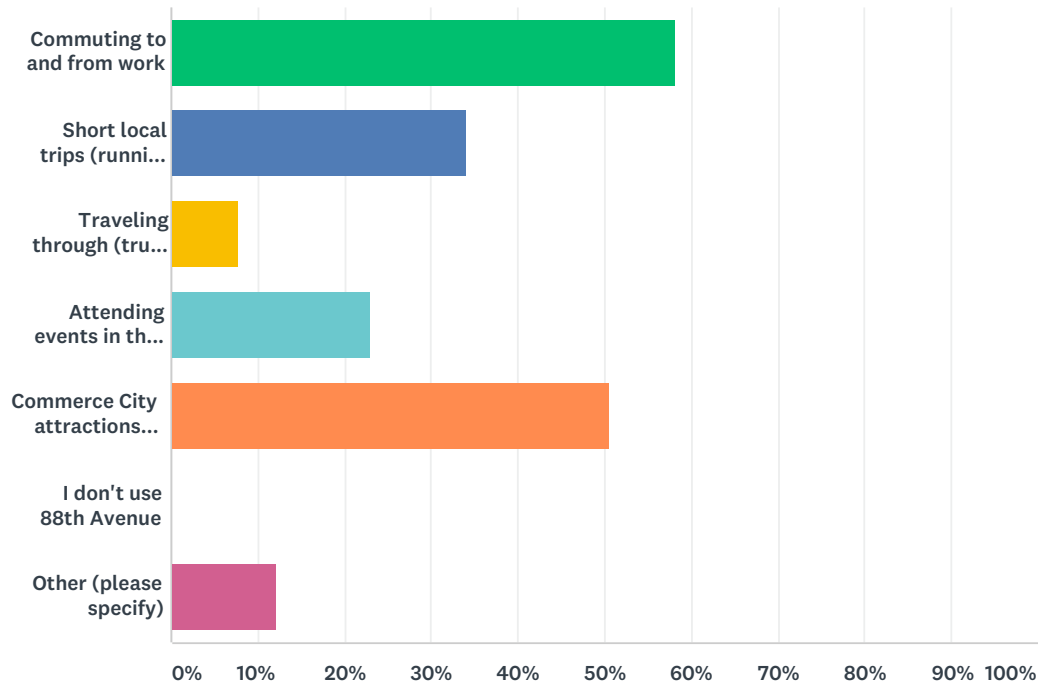
Answered: 91 Skipped: 37



ANSWER CHOICES	RESPONSES	
Always (once or twice a day)	38.46%	35
Usually (3-5 times a week)	25.27%	23
Sometimes (at least once a week)	13.19%	12
Rarely (2-3 times a month)	16.48%	15
Never	0.00%	0
Other (please specify)	6.59%	6
TOTAL		91

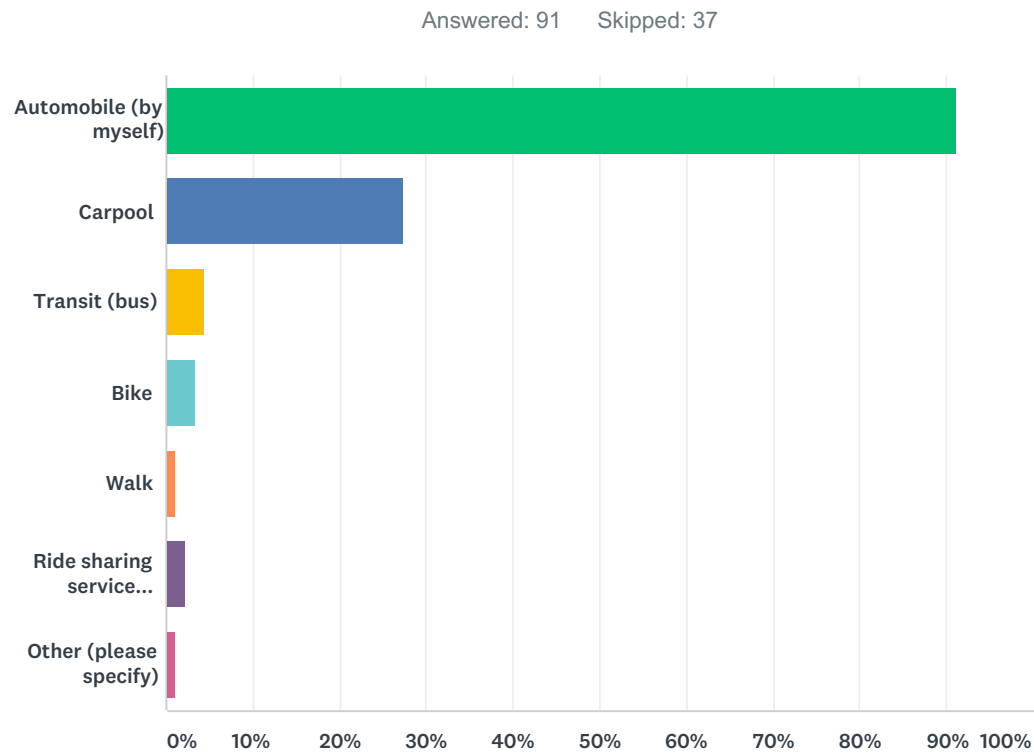
Q3 Why do you use E. 88th Avenue? (select all that apply)

Answered: 91 Skipped: 37



ANSWER CHOICES	RESPONSES	
Commuting to and from work	58.24%	53
Short local trips (running errands)	34.07%	31
Traveling through (truck driver, tourist, other not destined for Commerce City)	7.69%	7
Attending events in the area (sports, conventions, other)	23.08%	21
Commerce City attractions (Flea Market, 88th Drive-In Theatre, bars, restaurants, museums)	50.55%	46
I don't use 88th Avenue	0.00%	0
Other (please specify)	12.09%	11
Total Respondents: 91		

Q4 How do you typically travel through this area? (select all that apply)



ANSWER CHOICES	RESPONSES	
Automobile (by myself)	91.21%	83
Carpool	27.47%	25
Transit (bus)	4.40%	4
Bike	3.30%	3
Walk	1.10%	1
Ride sharing service (Uber/Lyft)	2.20%	2
Other (please specify)	1.10%	1
Total Respondents: 91		

Q5 Where do you live and work? Please enter the zip code below

Answered: 90 Skipped: 38

ANSWER CHOICES	RESPONSES
I live in (zip code)	98.89% 89
I work in (zip code)	94.44% 85

#	I LIVE IN (ZIP CODE)	DATE
1	80022	3/28/2019 2:49 AM
2	80234	3/27/2019 12:50 PM
3	80229	3/26/2019 6:34 PM
4	80229	3/26/2019 3:45 PM
5	80134	3/25/2019 10:27 PM
6	80212	3/25/2019 4:05 PM
7	80229	3/25/2019 3:46 PM
8	80202	3/25/2019 3:41 PM
9	80260	3/25/2019 3:04 PM
10	80022	3/25/2019 3:02 PM
11	80023	3/25/2019 12:23 PM
12	80023	3/25/2019 11:16 AM
13	80022	3/22/2019 9:10 PM
14	80640	3/22/2019 7:42 PM
15	80640	3/22/2019 6:27 PM
16	80249	3/21/2019 9:14 PM
17	80602	3/15/2019 6:37 PM
18	80221	3/13/2019 6:51 PM
19	80103	3/13/2019 9:21 AM
20	80030	3/12/2019 7:03 PM
21	80215	3/12/2019 4:45 PM
22	80603	3/12/2019 3:35 PM
23	80229	3/12/2019 1:02 PM
24	80022	3/12/2019 11:21 AM
25	80229	3/12/2019 8:35 AM
26	80013	3/11/2019 11:39 PM
27	80022	3/11/2019 10:52 PM
28	80232	3/11/2019 10:44 PM
29	80601	3/11/2019 10:39 PM
30	80123	3/11/2019 10:07 PM
31	80260	3/11/2019 9:56 PM

32	80231	3/11/2019 9:52 PM
33	80031	3/11/2019 9:49 PM
34	80223	3/11/2019 9:32 PM
35	80215	3/11/2019 9:28 PM
36	80022	3/11/2019 9:22 PM
37	80031	3/11/2019 9:21 PM
38	80022	3/11/2019 9:18 PM
39	80214	3/11/2019 9:10 PM
40	80218	3/11/2019 9:10 PM
41	80229	3/11/2019 9:04 PM
42	80603	3/11/2019 9:03 PM
43	80234	3/7/2019 10:18 AM
44	80203	3/3/2019 7:05 PM
45	80601	2/25/2019 11:26 AM
46	80601	2/25/2019 10:58 AM
47	80020	2/25/2019 10:42 AM
48	80602	2/25/2019 10:16 AM
49	80233	2/25/2019 9:57 AM
50	80031	2/25/2019 9:26 AM
51	80021	2/25/2019 9:04 AM
52	80031	2/25/2019 8:19 AM
53	80023	2/25/2019 8:11 AM
54	80601	2/25/2019 8:09 AM
55	80022	2/25/2019 7:42 AM
56	80022-8937	2/23/2019 2:53 PM
57	80603	2/23/2019 9:09 AM
58	80022	2/23/2019 7:42 AM
59	80022	2/23/2019 4:14 AM
60	80022	2/23/2019 12:08 AM
61	80022	2/22/2019 11:44 PM
62	80640	2/22/2019 9:43 PM
63	80022	2/22/2019 9:16 PM
64	80640	2/22/2019 7:08 PM
65	80022	2/22/2019 5:49 PM
66	80022	2/22/2019 4:40 PM
67	80022	2/22/2019 4:26 PM
68	80022	2/22/2019 3:11 PM
69	80022	2/22/2019 3:04 PM
70	80022	2/22/2019 2:44 PM
71	80022	2/22/2019 2:24 PM
72	80022	2/22/2019 2:14 PM

73	80022	2/22/2019 1:50 PM
74	80022	2/22/2019 1:44 PM
75	80022	2/22/2019 1:40 PM
76	comerce city (80th ans Olive)	2/22/2019 1:35 PM
77	80022	2/22/2019 1:30 PM
78	80640	2/22/2019 1:30 PM
79	80022	2/22/2019 1:18 PM
80	80022	2/22/2019 1:17 PM
81	80022	2/22/2019 1:15 PM
82	80229	2/7/2019 9:27 AM
83	80260	1/24/2019 6:11 PM
84	80229	1/16/2019 4:34 PM
85	80640	1/15/2019 10:20 PM
86	80022	1/15/2019 7:54 AM
87	80022	1/14/2019 10:39 PM
88	80022	1/14/2019 10:23 PM
89	80031	12/28/2018 11:30 AM
#	I WORK IN (ZIP CODE)	DATE
1	80214	3/28/2019 2:49 AM
2	80301	3/27/2019 12:50 PM
3	80021	3/26/2019 6:34 PM
4	N/A	3/26/2019 3:45 PM
5	80122	3/25/2019 10:27 PM
6	80206	3/25/2019 4:05 PM
7	80002	3/25/2019 3:46 PM
8	80202	3/25/2019 3:41 PM
9	80234	3/25/2019 3:04 PM
10	80022	3/25/2019 3:02 PM
11	80640	3/25/2019 12:23 PM
12	80640	3/25/2019 11:16 AM
13	80303	3/22/2019 9:10 PM
14	80022	3/22/2019 7:42 PM
15	80216	3/21/2019 9:14 PM
16	80233	3/15/2019 6:37 PM
17	80221	3/13/2019 6:51 PM
18	80640	3/13/2019 9:21 AM
19	80249	3/12/2019 7:03 PM
20	80640	3/12/2019 4:45 PM
21	80122	3/12/2019 3:35 PM
22	80220	3/12/2019 1:02 PM
23	80238	3/12/2019 11:21 AM

24	80214	3/12/2019 8:35 AM
25	80022	3/12/2019 3:13 AM
26	80109	3/11/2019 11:39 PM
27	80022	3/11/2019 10:52 PM
28	80232	3/11/2019 10:44 PM
29	80123	3/11/2019 10:07 PM
30	80260	3/11/2019 9:56 PM
31	80231	3/11/2019 9:52 PM
32	80031	3/11/2019 9:49 PM
33	80223	3/11/2019 9:32 PM
34	80215	3/11/2019 9:28 PM
35	80640	3/11/2019 9:22 PM
36	80045	3/11/2019 9:21 PM
37	80233	3/11/2019 9:18 PM
38	80401	3/11/2019 9:10 PM
39	80111	3/11/2019 9:10 PM
40	80640	3/11/2019 9:04 PM
41	80642	3/11/2019 9:03 PM
42	80640	3/7/2019 10:18 AM
43	80022	3/3/2019 7:05 PM
44	80640	2/25/2019 11:26 AM
45	80640	2/25/2019 10:58 AM
46	80640	2/25/2019 10:42 AM
47	80640	2/25/2019 10:16 AM
48	80640	2/25/2019 9:57 AM
49	80640	2/25/2019 9:26 AM
50	80640	2/25/2019 9:04 AM
51	80640	2/25/2019 8:19 AM
52	80640	2/25/2019 8:11 AM
53	80640	2/25/2019 8:09 AM
54	80640	2/25/2019 7:42 AM
55	80202	2/23/2019 2:53 PM
56	80022	2/23/2019 9:09 AM
57	80202	2/23/2019 7:42 AM
58	80022	2/23/2019 4:14 AM
59	80229	2/22/2019 11:44 PM
60	80014	2/22/2019 9:43 PM
61	80022	2/22/2019 9:16 PM
62	80233	2/22/2019 7:08 PM
63	80216	2/22/2019 5:49 PM
64	80112	2/22/2019 4:26 PM

65	80022	2/22/2019 3:11 PM
66	80202	2/22/2019 3:04 PM
67	80209	2/22/2019 2:44 PM
68	80227	2/22/2019 2:24 PM
69	80022 and 80640	2/22/2019 2:14 PM
70	80021	2/22/2019 1:50 PM
71	80202	2/22/2019 1:44 PM
72	80022	2/22/2019 1:40 PM
73	Barr stste park	2/22/2019 1:35 PM
74	80204	2/22/2019 1:30 PM
75	80112	2/22/2019 1:30 PM
76	80022	2/22/2019 1:18 PM
77	80229	2/22/2019 1:17 PM
78	80022	2/22/2019 1:15 PM
79	80238	2/7/2019 9:27 AM
80	80022	1/24/2019 6:11 PM
81	retired	1/16/2019 4:34 PM
82	80640	1/15/2019 10:20 PM
83	80215	1/15/2019 7:54 AM
84	80640	1/14/2019 10:23 PM
85	80202	12/28/2018 11:30 AM

Q6 When thinking about a frequent/typical trip along E. 88th Avenue, where do you start (address and/or cross-streets) and where do you end up (address and/or cross-streets)?

Answered: 79 Skipped: 49

ANSWER CHOICES	RESPONSES
Starting Point	100.00% 79
Ending Point	100.00% 79

#	STARTING POINT	DATE
1	96th ave/2	3/28/2019 2:49 AM
2	88th and Colorado	3/27/2019 12:50 PM
3	Thornton Parkway/Colorado Blvd	3/26/2019 6:34 PM
4	94th & colorado	3/26/2019 3:45 PM
5	Exit off 76	3/25/2019 4:05 PM
6	92 nd Riverdale and Colorado	3/25/2019 3:46 PM
7	25 and 76	3/25/2019 3:41 PM
8	88th and Huron	3/25/2019 3:04 PM
9	80th & Quebec	3/25/2019 3:02 PM
10	14366 blue vista way, Broomfield, CO 80023	3/25/2019 12:23 PM
11	I76	3/25/2019 11:16 AM
12	82nd pl & Quebec	3/22/2019 9:10 PM
13	6500 E. 88th Ave	3/22/2019 7:42 PM
14	Wikiup Mobile Home Park	3/22/2019 6:27 PM
15	7005 E 46th Ave Dr b, Denver, CO 80216	3/21/2019 9:14 PM
16	14049 Garfield st	3/15/2019 6:37 PM
17	hiway 2	3/13/2019 9:21 AM
18	I-76	3/12/2019 7:03 PM
19	88th and York	3/12/2019 3:35 PM
20	88 & Colorado	3/12/2019 1:02 PM
21	88th and colorado blvd	3/12/2019 11:21 AM
22	Colorado Blvd.	3/12/2019 8:35 AM
23	88th and rosemary	3/11/2019 10:52 PM
24	Highway	3/11/2019 10:44 PM
25	Hwy 2	3/11/2019 10:39 PM
26	Bellevue and Dudley	3/11/2019 10:07 PM
27	8775 Santa Fe Dr	3/11/2019 9:56 PM
28	Ruby hill	3/11/2019 9:32 PM
29	26th and Kipling	3/11/2019 9:28 PM

30	HWY 2	3/11/2019 9:22 PM
31	not sure	3/11/2019 9:10 PM
32	Capitol hill	3/11/2019 9:10 PM
33	93rd & Colorado Blvd	3/11/2019 9:04 PM
34	I76	3/11/2019 9:03 PM
35	134th and Huron	3/7/2019 10:18 AM
36	88/ dahlia	3/3/2019 7:05 PM
37	I-76	2/25/2019 11:26 AM
38	Highway 2 OR I-76	2/25/2019 10:58 AM
39	136th and Sheridan Blvd	2/25/2019 10:42 AM
40	I76	2/25/2019 10:16 AM
41	108th and Colorado	2/25/2019 9:57 AM
42	120th sheridan	2/25/2019 9:26 AM
43	I-76	2/25/2019 9:04 AM
44	88th Pecos	2/25/2019 8:19 AM
45	144th Ave and Grant St	2/25/2019 8:11 AM
46	I-76	2/25/2019 8:09 AM
47	12562 E 105th Ave	2/25/2019 7:42 AM
48	88th and highway 2	2/23/2019 2:53 PM
49	E 88th AVE & Yosemite ST	2/23/2019 9:09 AM
50	Hwy 2	2/23/2019 7:42 AM
51	Hwy 2	2/23/2019 4:14 AM
52	6960 Krameria Street Commerce City	2/23/2019 12:08 AM
53	80th	2/22/2019 11:44 PM
54	88th/Hwy 2	2/22/2019 9:43 PM
55	7095 Pontiac St	2/22/2019 9:16 PM
56	88th and Yosemite	2/22/2019 7:08 PM
57	8310 Brighton Rd	2/22/2019 5:49 PM
58	7811 kenwood st	2/22/2019 4:40 PM
59	98th and eagle Creek circle	2/22/2019 4:26 PM
60	96th and high way 2	2/22/2019 3:11 PM
61	Hwy 2	2/22/2019 2:44 PM
62	104th and Highway 2	2/22/2019 2:24 PM
63	88th and Monaco	2/22/2019 2:14 PM
64	Memphis/E 99th Pl	2/22/2019 1:50 PM
65	73rd & Quebec	2/22/2019 1:44 PM
66	8470 uinta st.	2/22/2019 1:40 PM
67	rosemary	2/22/2019 1:35 PM
68	77th Ave. and Highway 2	2/22/2019 1:30 PM
69	88th and i76	2/22/2019 1:30 PM
70	80th and Monaco	2/22/2019 1:17 PM

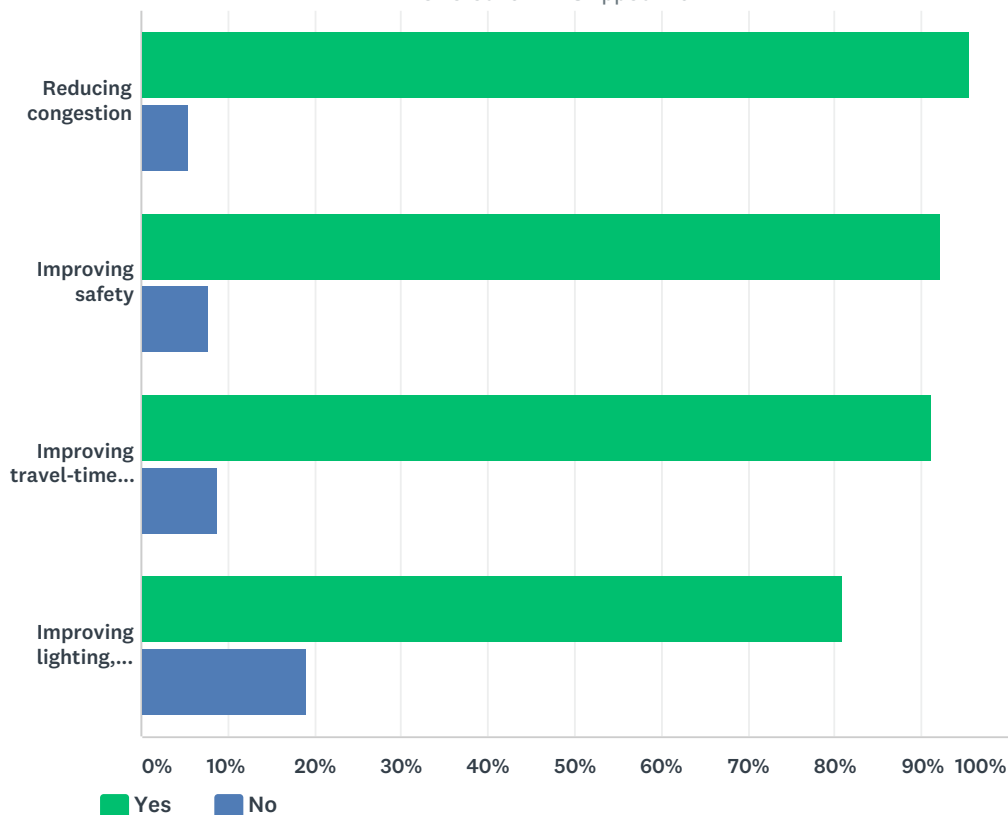
71	72nd and Quebec	2/22/2019 1:15 PM
72	Colorado & 88th	2/7/2019 9:27 AM
73	104th and Federal	1/24/2019 6:11 PM
74	88th Avenue and Colorado Blvd.	1/16/2019 4:34 PM
75	8400 blk. if I-76 Service Road	1/15/2019 10:20 PM
76	88th & Rosemary	1/15/2019 7:54 AM
77	8250 krameria st	1/14/2019 10:39 PM
78	i 76 and 88th	1/14/2019 10:23 PM
79	Test	12/28/2018 11:30 AM
#	ENDING POINT	DATE
1	1311 w46th ave	3/28/2019 2:49 AM
2	88th and I-76	3/27/2019 12:50 PM
3	Interlocken Blvd/W 120th Ave	3/26/2019 6:34 PM
4	16th & florence	3/26/2019 3:45 PM
5	Flea market or 88 Drive in	3/25/2019 4:05 PM
6	Kipling and 58 Independence	3/25/2019 3:46 PM
7	88 theater	3/25/2019 3:41 PM
8	88th and rosemary	3/25/2019 3:04 PM
9	88th & Rosemary	3/25/2019 3:02 PM
10	7321 E 88th ave, Henderson, Co 80640	3/25/2019 12:23 PM
11	7321 E. 88th Ave.	3/25/2019 11:16 AM
12	120th & Washington	3/22/2019 9:10 PM
13	Quebec and 56th	3/22/2019 7:42 PM
14	Colorado Blvd. to 104th Street	3/22/2019 6:27 PM
15	11943 Holly St, Thornton, CO 80233	3/21/2019 9:14 PM
16	88th drive in	3/15/2019 6:37 PM
17	Quince St	3/13/2019 9:21 AM
18	Highway 2	3/12/2019 7:03 PM
19	88th and I-76	3/12/2019 3:35 PM
20	Northfield & Quebec	3/12/2019 1:02 PM
21	88th and rosemary	3/12/2019 11:21 AM
22	Rosemary Street	3/12/2019 8:35 AM
23	88th and highway 2	3/11/2019 10:52 PM
24	Highway	3/11/2019 10:44 PM
25	I76	3/11/2019 10:39 PM
26	88th and Rosemary	3/11/2019 10:07 PM
27	Pepsi center	3/11/2019 9:56 PM
28	88 drive in	3/11/2019 9:32 PM
29	88 drive instead or mile high flea market	3/11/2019 9:28 PM
30	287	3/11/2019 9:22 PM
31	not sure	3/11/2019 9:10 PM

32	88 drive in theater	3/11/2019 9:10 PM
33	96th & Brighton road	3/11/2019 9:04 PM
34	Rosemary 88 drive in	3/11/2019 9:03 PM
35	8125 E 88th Ave.	3/7/2019 10:18 AM
36	88/ 76	3/3/2019 7:05 PM
37	hwy 2/Yosemite	2/25/2019 11:26 AM
38	8125 E 88th Ave (DPI)	2/25/2019 10:58 AM
39	8125 East 88th Avenue	2/25/2019 10:42 AM
40	DPI Specialty Foods	2/25/2019 10:16 AM
41	8125 E 88th Avenue	2/25/2019 9:57 AM
42	8125 e 88th ave	2/25/2019 9:26 AM
43	DPI - 1/4 mile east of Rosemary	2/25/2019 9:04 AM
44	88th HWY 2	2/25/2019 8:19 AM
45	E 88th Ave and Ulster St	2/25/2019 8:11 AM
46	8125 E 88th Ave	2/25/2019 8:09 AM
47	8125 E 88th Ave	2/25/2019 7:42 AM
48	88th and i25	2/23/2019 2:53 PM
49	E 88th AVE & Rosemary ST	2/23/2019 9:09 AM
50	On to I76	2/23/2019 7:42 AM
51	Rosemary	2/23/2019 4:14 AM
52	3101 E 100th Ave. Thornton, CO	2/23/2019 12:08 AM
53	104th	2/22/2019 11:44 PM
54	78th/Oneida	2/22/2019 9:43 PM
55	Colorado an 104th	2/22/2019 9:16 PM
56	88th and colorado blvd	2/22/2019 7:08 PM
57	Everywhere Depending	2/22/2019 5:49 PM
58	88th and I-76	2/22/2019 4:40 PM
59	120th and Holly	2/22/2019 4:26 PM
60	77th and 85	2/22/2019 3:11 PM
61	Huron	2/22/2019 2:44 PM
62	Yale and wadsworth	2/22/2019 2:24 PM
63	70th and Monaco	2/22/2019 2:14 PM
64	Simms/Interlocken	2/22/2019 1:50 PM
65	16th n California	2/22/2019 1:44 PM
66	1-76 & 96th ave	2/22/2019 1:40 PM
67	Barr Lake	2/22/2019 1:35 PM
68	Vasquez	2/22/2019 1:30 PM
69	88th and rosemary	2/22/2019 1:30 PM
70	96th and 176	2/22/2019 1:17 PM
71	88th and Brighton rd	2/22/2019 1:15 PM
72	Rosemary & 88th	2/7/2019 9:27 AM

73	88th and Rosemary	1/24/2019 6:11 PM
74	Rosemary St.	1/16/2019 4:34 PM
75	108th & Himalaya Rd.	1/15/2019 10:20 PM
76	wherever I'm traveling to	1/15/2019 7:54 AM
77	brighton colorado	1/14/2019 10:39 PM
78	88th and yosemite	1/14/2019 10:23 PM
79	Test	12/28/2018 11:30 AM

Q7 Are we focusing on the right things? (Select Yes or No for each item)

Answered: 92 Skipped: 40

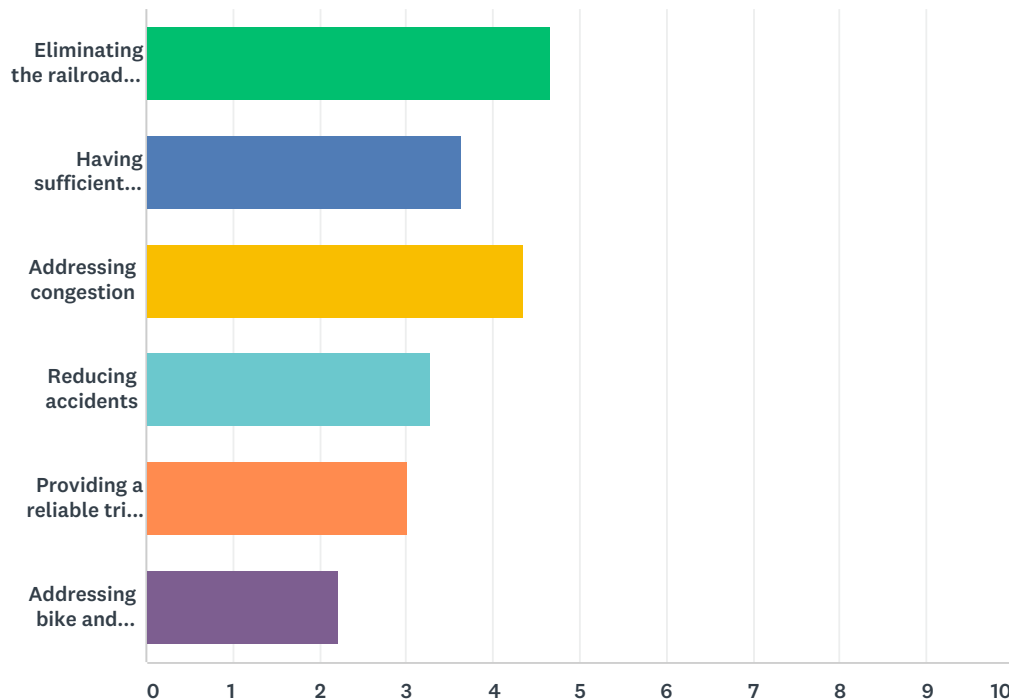


	YES	NO	TOTAL RESPONDENTS
Reducing congestion	92.31%	7.69%	92
Improving safety	91.30%	8.70%	91
Improving travel-time reliability on E. 88th Avenue	80.90%	19.10%	92
Improving lighting, drainage and landscaping	80.90%	19.10%	89

1. Saving the drive inn finding alternate routes around
2. Bike path
3. Aesthetics
4. Ensure lighting changes do not disrupt movies
5. Preserving the drive in movie theater
6. Sidewalks
7. Train congestion
8. Stop Lights at the Wikiup Mobile Home Park entrance.
9. Efficiency in crossing BNSF line @ hwy 2 (if there is a train parked on the tracks at rosemary an indicator would be helpful to allow traffic to continue on 88th)
10. Keeping the drive in
11. Preserving the drive-in movie theater
12. Keeping the 88th Drive In! It's historic and needs to stay.
13. The 88 drive in theatre. Its family drove fun
14. 88th drive in
15. Fixing the dips in the driveway, smoothing the rocks out
16. Saving the 88 drive in. Not messing with their property or causing lighting issues with their screen.
17. Keep the drive in in working condition. We love going here as a family and would be devastated if the headlights from the road ruined our movie experience.
18. Preserving the quality and functionality of local attractions (88 drive instead and mile high flea market)
19. Not harming the historical 88 theater property.
20. Make sure it doesn't negatively affect the drive in!
21. Train crossing
22. Surrounding streets (Yosemite/Rosemary) Trains & train track conditions
23. Maintaining any roadwork knowing that there is significant amount of truck traffic
24. The trains constantly stop traffic for upwards of 30 minutes in the morning. I believe this causes a safety hazard.
25. Train tracks! Get stuck at trains at both Rosemary and Hwy 2
26. Ease of access and traffic flow to flea market and 88th drive in.
27. Keep the drive in open and reduce the amount of time the trains block the road
28. Roads are really rough in that area and rail road track crossings could be improved.
29. Bridge is most important

Q8 What is important to you on E. 88th Avenue? Please rank the following in order from most important (1) to least important (6)

Answered: 89 Skipped: 39



	1	2	3	4	5	6	TOTAL	SCORE
Eliminating the railroad crossing/train stops	48.84% 42	13.95% 12	16.28% 14	6.98% 6	4.65% 4	9.30% 8	86	4.67
Having sufficient capacity to manage special event travel (e.g., Flea Market peak season)	19.05% 16	22.62% 19	13.10% 11	10.71% 9	19.05% 16	15.48% 13	84	3.65
Addressing congestion	19.05% 16	28.57% 24	29.76% 25	15.48% 13	4.76% 4	2.38% 2	84	4.35
Reducing accidents	7.23% 6	12.05% 10	18.07% 15	34.94% 29	19.28% 16	8.43% 7	83	3.28
Providing a reliable trip time along the 1.6-mile stretch	2.33% 2	17.44% 15	16.28% 14	19.77% 17	32.56% 28	11.63% 10	86	3.02
Addressing bike and pedestrian facilities (e.g., sidewalks, bike lanes, etc.)	7.06% 6	7.06% 6	5.88% 5	11.76% 10	16.47% 14	51.76% 44	85	2.21

Q9 Is there anything else we should know?

Answered: 49 Skipped: 79

ANSWER CHOICES	RESPONSES	
What other issues should we consider?	91.84%	45
Do you have any other questions about the study?	44.90%	22
Any additional feedback for us?	2.04%	1

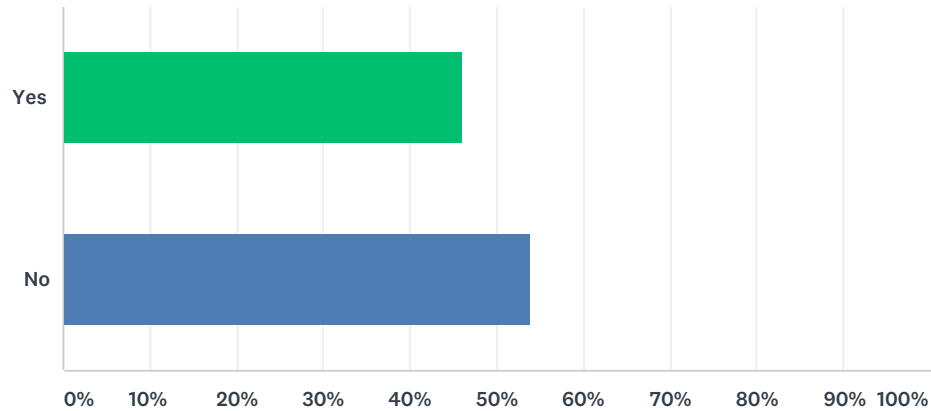
#	WHAT OTHER ISSUES SHOULD WE CONSIDER?	DATE
1	None	3/26/2019 6:34 PM
2	can't think of any right now	3/26/2019 3:45 PM
3	Preserve the drive in movie theater	3/25/2019 4:05 PM
4	N/A	3/25/2019 3:46 PM
5	Please do not hurt the 88th drive in!	3/25/2019 3:04 PM
6	My office is located on 88th ave. How will this impact me?	3/25/2019 12:23 PM
7	Drive in theater traffic	3/22/2019 9:10 PM
8	Stop lights so people can get out of Wikiup Mobile Home Park easy	3/22/2019 6:27 PM
9	Dual lane would be nice for slower truck traffic as it is heavy on this stretch. Minimization of impact and travel delays during construction should be a priority.	3/21/2019 9:14 PM
10	Allowing better access to the drive in	3/15/2019 6:37 PM
11	Keeping 88 drive-in the way it is	3/12/2019 7:03 PM
12	Movie theater needs to remain as is!!!	3/12/2019 1:02 PM
13	Not closing or disturbing the 88 drive in	3/12/2019 11:21 AM
14	Fixing the road	3/12/2019 3:13 AM
15	No	3/11/2019 10:44 PM
16	Preserve the drive in	3/11/2019 9:32 PM
17	Keeping quality and functionality of local attractions such as 88 drive-in and mile high flea market	3/11/2019 9:28 PM
18	really look in to preserving the drive in and make sure it is still an enjoyable experience for viewers	3/11/2019 9:10 PM
19	My biggest concern is not infringing on any of the 88 drive in property	3/11/2019 9:10 PM
20	Keeping the Drive In theater	3/11/2019 9:04 PM
21	N/A	3/7/2019 10:18 AM
22	I would like to see much more traffic enforcement, maybe use cars people can't tell they're police. People behave around marked cars, but badly when not around	3/3/2019 7:05 PM
23	Wider streets for semi trailer traffic making turns safer for these large vehicles to maneuver the streets	2/25/2019 11:26 AM
24	No	2/25/2019 10:16 AM
25	no	2/25/2019 9:04 AM
26	N/A	2/25/2019 8:09 AM
27	Build locations the police can sit and monitor speeding vehicles. With the highway 2 and the tower road projects and others in years past, there haven't been many places a police SUV can park to enforce the speed limits.	2/23/2019 9:09 AM

28	Checking the bridge! Why do it feel like it is bouncing when sitting at the lights 76	2/23/2019 12:08 AM
29	Traffic flow along Hwy 85 from 104th to 124th	2/22/2019 9:43 PM
30	the Effect on business along 88th and rosemary	2/22/2019 9:16 PM
31	Stop light getting off 1-76 and 88th ave. Sometimes the line backs up to highway	2/22/2019 7:08 PM
32	Flea Market makes it very slow.	2/22/2019 5:49 PM
33	Aesthetics	2/22/2019 4:40 PM
34	Please also do something about the train tracks on highway 2, and maybe prohibit truck drivers from a certain lane were it's only for cars	2/22/2019 4:26 PM
35	96th needs a solution as well!	2/22/2019 3:04 PM
36	Trains!	2/22/2019 2:24 PM
37	Make sure the improvements can handle the weight of the truck traffic so the roads do not crumble under the weight of the semis that will be traveling this road	2/22/2019 2:14 PM
38	Elevated railroad crossing	2/22/2019 1:44 PM
39	Safety. People use the turn lane in from of the flea market to go straight	2/22/2019 1:40 PM
40	widen rosemary	2/22/2019 1:35 PM
41	don't know	2/22/2019 1:30 PM
42	The light at 88th and Brighton road has a very quick cycle and has traffic backed all the way down brighton road.	2/22/2019 1:17 PM
43	No	2/22/2019 1:15 PM
44	truck traffic	1/14/2019 10:23 PM
45	test	12/28/2018 11:30 AM
#	DO YOU HAVE ANY OTHER QUESTIONS ABOUT THE STUDY?	DATE
1	no	3/26/2019 3:45 PM
2	How long will the project last	3/25/2019 3:46 PM
3	How Many Stop lights will you add between I-76 and Highway 2?	3/22/2019 6:27 PM
4	No	3/21/2019 9:14 PM
5	Pothole	3/12/2019 3:13 AM
6	How will this effect the 88th drive in?	3/11/2019 10:52 PM
7	No	3/11/2019 10:44 PM
8	No	3/11/2019 10:39 PM
9	No	3/11/2019 9:56 PM
10	Please consider option 2. I want the 88 theater here to take my grandchildren someday.	3/11/2019 9:10 PM
11	No	3/11/2019 9:04 PM
12	No	3/7/2019 10:18 AM
13	No	2/25/2019 10:16 AM
14	no	2/25/2019 9:04 AM
15	N/A	2/25/2019 8:09 AM
16	Keep the drive in owner happy or she will leave.	2/23/2019 9:09 AM
17	No	2/23/2019 4:14 AM
18	Funding source?	2/22/2019 1:44 PM
19	No	2/22/2019 1:40 PM
20	No	2/22/2019 1:15 PM

21	are you tearing down the theater?	1/14/2019 10:23 PM
22	test	12/28/2018 11:30 AM
#	ANY ADDITIONAL FEEDBACK FOR US?	DATE
1	test	12/28/2018 11:30 AM

Q10 Do you want to receive e-mails with project updates and other opportunities to give feedback?

Answered: 89 Skipped: 39



ANSWER CHOICES		RESPONSES	
Yes		46.07%	41
No		53.93%	48
TOTAL			89