



## APPENDIX B — PUBLIC HEARING TRANSCRIPT

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1 I-70/Central Park Boulevard Interchange

2 Environmental Assessment Public Hearing

3 Radisson Hotel

4 June 25, 2009

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## P R O C E E D I N G S.

1  
2 MR. ED ROMERO: Good evening, ladies and  
3 gentlemen. If I could have your attention, please. This  
4 is the I-70/Central Park Boulevard Interchange Public  
5 Hearing. We're very pleased that you would come and join  
6 us tonight. The weather's a little -- I don't know about  
7 the rain every night. I'm getting sort of tired of it.  
8 It reminds me of Seattle, and I've never been there.

9 But we're appreciative that you would take the  
10 time and spend some time with us tonight. The interest in  
11 this project by the community is nothing short of great.  
12 We've had great attendance by all the individuals on both  
13 sides of the Interchange. And it just great to see you  
14 come out tonight to make some really special  
15 announcements.

16 The evening -- I would like to identify the  
17 key partners of this project. And they are, of course,  
18 the City and County of Denver, the Colorado Department of  
19 Transportation, and the Federal Highway Administration.  
20 That's the three key City groups and governmental groups.  
21 We also have URS Engineering Firm, who has been doing all  
22 of this beautiful work that you see on these boards. And  
23 throughout the evening, we hope you will be here to look  
24 at these boards and ask questions.

25 In addition -- and this is really important --

1 we have business partners who are instrumental in the  
2 project as it has been developed. And I would like to  
3 mention those. Because as we've gone through this whole  
4 process, they have been at every meeting. It's Forest  
5 City, Stapleton Transportation Management Association, The  
6 Greater Stapleton Business Association, Stapleton  
7 Foundation, Northfield Business Association, Stapleton  
8 United Neighbors, and individuals from the communities who  
9 come -- who may not be part of those groups but come to  
10 all our meetings and make sure that this is going to be a  
11 successful project. From these groups, we have experts  
12 that will address all these boards that you see here  
13 tonight.

14 Ladies and gentlemen, tonight is an official  
15 public hearing. We have Ms. Wendy Evangelista here to  
16 take comments. We have about eight or nine persons who  
17 have signed up to speak tonight. So we need to tell you  
18 that these will be registered and put in the final  
19 decision document. So if you want to give testimony, we  
20 need you to go out to the front -- if you haven't already  
21 done it -- go out to the front and sign in. But we also  
22 have the documents that you can -- there's a little table  
23 out there where you can just sign in and give us your  
24 comment, if you don't like to speak. And then the other  
25 thing is after the meeting, you can come up and talk to

1 Ms. Wendy and give her your comments. So we want everyone  
2 to be involved in this project, and please don't miss  
3 anything.

4 There is a very legal process to the  
5 testimony. Everyone gets three minutes -- not four  
6 minutes -- three minutes. Because if there's a lot of  
7 people, we need to give everybody enough time to state  
8 their case. And there will be no response. It will just  
9 be testimony that you're giving in reference to the  
10 project. And then after, if you have any questions, we'd  
11 be so pleased to address them. But it cannot be done as  
12 part of the legal testimony.

13 And so at, like, about 2 minutes and 70 -- 2  
14 minutes and -- how many seconds in a minute? 60? So at  
15 about 2 minutes and 50 seconds, I'm going to tell you --  
16 I'll wave to you, and then you're going to have to please  
17 stop. Okay? Because I certainly don't want to be rude.  
18 And I think it would be so important for all of you to be  
19 able to give your comments. Our meeting is from 6:00 to  
20 8:00. But we don't want to rush you. This meeting is so  
21 important that Jess and Marc Devos and the others will  
22 stay until 12, if you want to. And Roger will stay until  
23 12:00 if you want. Roger? I think Roger is real tired.

24 We're going to have three speakers tonight.  
25 And ladies and gentlemen, City Councilman Hancock was

1 here, and he has asked me to make his apologies. The  
2 mayor's called for a special City budget meeting. As you  
3 know, we're -- everybody is struggling. So he asked me to  
4 just give you his apologies and was going to give some  
5 comments, but could not wait. So he's sorry about that.  
6 The three -- the persons who will be giving -- making  
7 presentations are Mr. Jess Ortiz, who is the City and  
8 County Public Projects project manager for this project.  
9 And then we have Mr. -- Ms. Kelsey Johnston, who is with  
10 URS Corporation, will be making some engineering comments.  
11 And then we're also going to have -- well, it was going to  
12 be the city councilman.

13 I would ask you to give some really great  
14 attention to what is going to be done over the next few  
15 minutes. And then we will have the testimony. And thank  
16 you again for coming. Mr. Ortiz.

17 MR. JESS ORTIZ: Well, I'd like to extend a  
18 warm welcome to everyone that's here tonight. I really  
19 appreciate you -- everyone being here. I'd like to  
20 reiterate the main purpose and the intent for this  
21 evening, is to get your comments on the Recommended  
22 Preferred Alternative for the Environmental Assessment  
23 that has been prepared.

24 Real briefly, this is our agenda. Ed's gone  
25 through the welcomes and introductions. And there will

1 be a project overview and history where we'll describe the  
2 funding. Then we'll go into the Environmental Assessment,  
3 the schedule, next steps, and then we'll open it up to  
4 comments.

5 The City and County of Denver has prepared  
6 this Environmental Assessment for a proposed new  
7 interchange with our agency partners. It's the City and  
8 County of Denver, the Colorado Department of  
9 Transportation, and the Federal Highway Administration.  
10 As I stated before, the main purpose of tonight's meeting  
11 is to get your comments on our Recommended Preferred  
12 Alternative.

13 I'd like to begin by giving a brief project  
14 history on this project. This project -- this  
15 interchange, the interchange at I-70 and Central Park  
16 Boulevard, is part of the I-70 East Environmental Impact  
17 Statement. The map up above shows the limits of the  
18 Environmental Impact Statement. They extend from I-25 to  
19 Tower Road. And the circle in the middle represents the  
20 interchange at I-70 and Central Park Boulevard. The I-70  
21 East Environmental Impact Statement -- there was a draft  
22 that was released early this year. And that was released  
23 by the Colorado Department of Transportation and also by  
24 the Federal Highway Administration.

25 All the alternatives in the Draft



1 Environmental Impact Statement included the interchange at  
2 I-70 and Central Park Boulevard. The map here -- most of  
3 you, I know, are all residents here or businesses or have  
4 some interest in the interchange. And you're familiar  
5 with this map, I'm sure. You've seen numerous types of  
6 maps. Basically, this map just shows the project limits.  
7 They are from Quebec to Havana. And it shows the location  
8 of the Central Park Boulevard Interchange. Also, it shows  
9 Quebec Square on the south, which is a development that is  
10 occurring at South Stapleton, south of I-70, and  
11 Northfield, which is just recently under development.

12 This interchange, we -- is very critical and  
13 it's very important to meeting the vision that's  
14 envisioned for Stapleton. The interchange, in conjunction  
15 with the connections of Central Park Boulevard -- and the  
16 connections being from 36th Avenue to 49th Avenue -- are  
17 critical to completing that vision -- the vision for  
18 Stapleton -- and envisions 30,000 population and 35- jobs.  
19 That's equivalent to a small town in Colorado, and that's  
20 pretty substantial. That's pretty significant. This  
21 interchange and the connecting streets are very critical  
22 to making that vision true. So our efforts are very  
23 important.

24 About this time last year, we came before you.  
25 We started the environmental process, the NEPA process,

1 which stands for the National Environmental Policy Act  
2 process. We kicked that off in June of last year with a  
3 scoping meeting. We presented the interchange project and  
4 we asked for your input. As a result of your input, we  
5 obtained and developed alternatives. And those  
6 alternatives were presented last December. As a result of  
7 that input, we have created a Recommended Preferred  
8 Alternative, and that will be presented to you tonight.

9           The demand and the growth for Stapleton really  
10 drove the need to have the interchange separate from the  
11 Environmental Impact Statement. So the City and County of  
12 Denver sought and obtained independent utility. And that  
13 independent utility was granted by the Colorado Department  
14 of Transportation, the Federal Highway Administration, to  
15 allow the City and County of Denver to prepare this  
16 environmental process.

17           The funding for this project comes from  
18 several sources. There's \$20 million of federal funds  
19 that are earmarked for this project. To go along with the  
20 federal funds, there are 30 million of Denver bond funds.  
21 So when you add those numbers, it equates to about 50.1.  
22 That is the budget that we have to implement a fully  
23 functional interchange at I-70 and Central Park Boulevard.  
24 Let me call attention to the 12 million of stimulus funds.  
25 I'm sure we all have heard the need to stimulate the

1 economy. The City and County of Denver was successful in  
2 getting \$12 million of stimulus funds. The Act is called  
3 the American Recovery and Reinvestment Act.

4 And I -- as I looked out across the room, I  
5 see several people that were very instrumental in helping  
6 the City and County of Denver to obtain those \$12 million  
7 of stimulus funds. Those stimulus funds are very  
8 important, coupled with the \$30 million of City bond  
9 funds, to be able to implement this project. So I would  
10 like to extend my heartfelt thanks to those individuals  
11 that were -- participated in getting stimulus funds for  
12 this project; really appreciate that. And I know if  
13 Councilman Hancock was here, who was a very strong  
14 advocate for the stimulus funds, he would also thank you  
15 as well.

16 What I'd like to do now is turn it over to  
17 Kelsey Johnston, who is an environmental engineer for the  
18 URS Corporation, to go over the preferred alternative --  
19 Recommended Preferred Alternative.

20 MS. KELSEY JOHNSTON: Good evening, everyone.  
21 I'm going to do a little adjusting here. Can everyone  
22 hear me? Yes. Okay.

23 As Jess said, I'm going to talk to you tonight  
24 a little bit about the alternatives that we considered in  
25 the Environmental Assessment and the screening process

1 that we used to come up with our Recommended Preferred  
2 Alternative. And then we're going to talk a little bit  
3 about the impacts associated with that alternative and the  
4 mitigation that we're proposing for the -- for those  
5 impacts.

6 Purpose and need. The purpose and need is a  
7 statement that we have associated with every environmental  
8 document that we produce. And it talks about, of course,  
9 the purpose of the project. You can see here we want to  
10 protect connectivity to I-70, supporting local and  
11 regional access to and from those planned land uses.  
12 We're going to talk a little bit about the Stapleton  
13 redevelopment north and south of I-70. And then, of  
14 course, the needs are associated with the purpose. We've  
15 identified the needs of the project. That change in land  
16 use and associated increased transportation demand, I'm  
17 sure, as nearby residents and business owners, you  
18 probably see that increased transportation demand; the  
19 limited transportation capacity that we have in the  
20 existing transportation network. And then the -- we want  
21 to improve that poor regional mobility that we have to and  
22 from the project area.

23 This is a graphic -- a lot of the graphics  
24 that you're going to see in my presentation tonight are  
25 also on the boards off to the side. So if you didn't get

1 a chance to look at those before the presentation, as Ed  
2 said, we will be here after the presentation to talk and  
3 answer any questions you might have at that time about the  
4 boards. So I will cover them briefly. And you can see in  
5 more detail the boards, perhaps, after the presentation,  
6 if you still have any questions.

7 This is the land use plan as it currently  
8 exists for the Stapleton development. It identifies, of  
9 course, areas: residential, business, mixed use; that  
10 sort of thing. This was one of the things that we used to  
11 develop that purpose and needs statement for the project.

12 Traffic volumes also were one of those factors  
13 that we used in assisting us in determining that the  
14 project did have a need and a purpose. And there was a  
15 demand, obviously, with the changed land use in Stapleton.  
16 We see an increased traffic demand between 2003, and then  
17 we looked at 2035. Typically in planning projects, we  
18 look at least 20 years out into the future and anticipate  
19 that demand that is going to be occurring.

20 Alternatives. We developed several  
21 alternatives prior to doing any screening or development  
22 of the criteria that we used for those screenings. And as  
23 Jess mentioned, we used the I-70 Draft Environmental  
24 Impact Statement as the basis for our alternatives. All  
25 of the alternatives that we have are compatible with the

1 Draft Environmental Impact Statement and the improvements  
2 that are proposed there.

3 We had five alternatives that we looked at.  
4 The first is what we call the No Action. That means, in  
5 essence, doing nothing in the project area associated with  
6 the project. We are required by the National  
7 Environmental Policy Act to consider that alternative  
8 throughout the entire process. The second was a  
9 Transportation System Management alternative, which looks  
10 at some improvements to the systems, such as adding turn  
11 lanes or improving signal timing; that sort of thing. And  
12 then we had two build alternatives that we're going to  
13 talk about, with ramp variations in those alternatives.  
14 And I'll mention more about that later. And then a fifth  
15 alternative was to improve the adjacent interchanges at  
16 Quebec and Havana.

17 This describes our alternatives. So you can  
18 see that we've numbered those alternatives that I  
19 described. The No Action. Then the TSM was number two.  
20 And then we had a new bridge alternative as number three  
21 and the cargo bridge as number four. So at one of our  
22 previous public meetings, we had a lot of people saying,  
23 Could you use the existing cargo bridge that is out there?  
24 And so we added that in our list of alternatives to be  
25 considered. And then number five was improve the adjacent

1 interchanges.

2 Now, in Alternatives 3 and 4, we have an A  
3 option and a B option. And that talks about the ramps to  
4 the interchange itself to Central Park Boulevard; whether  
5 we have one exit and entrance or two; one ramp to Central  
6 Park Boulevard and one to I-270.

7 Our screening process had two levels. The  
8 first level was a fatal flaw screening process. And then  
9 the results of that screening process, we did a detailed  
10 screening using the engineering traffic environmental  
11 criteria that we developed as part of our process. Here's  
12 the fatal flaw screening process. You can see the  
13 alternatives are in the first column. And then we had,  
14 Did it meet purpose and need? What were the environmental  
15 impacts? And then our practical and feasible criterion.  
16 And so we gave those a pass/fail ranking. And as a result  
17 of that, we carried forward Alternatives 3A and 3B. Now,  
18 you'll see, as I mentioned, that even though the No Action  
19 did not meet our purpose, we did continue to carry that  
20 through in the screening process because we're required  
21 to.

22 Again, this is one of those boards that's hard  
23 to see. It is over in our display. But you can see that  
24 this had the No Action, and then the 3A and 3B  
25 alternatives, and then our detailed screening. So we had

1 engineering criteria, we had environmental criteria, and  
2 then an "other" category, which was multi-modal access and  
3 conformance with the local transportation plan. Again, at  
4 our public meetings, we heard from a lot of you that  
5 having that multi-modal access -- access for pedestrians  
6 and bikes -- was very important. And so we wanted to put  
7 that into our detailed screening criteria. And then once  
8 we developed the criteria, we ranked each of the  
9 alternatives. We gave them either a plus, a minus, or a  
10 neutral -- a zero -- based on how well it met that  
11 criteria.

12 From that screening process, we're coming to  
13 you tonight with a Recommended Preferred Alternative.  
14 That is Alternative 3B. It would have a new bridge over  
15 I-70. It would have those connecting ramps; two ramps  
16 exiting and two ramps entering I-70 and 270. And then  
17 that multi-use ped and bike path; 12 foot on either side.  
18 And we can see that in a typical section here in a minute.

19 This describes the Recommended Preferred  
20 Alternative. And I'll just point out, if I can -- so  
21 there would be -- this is Havana, and then Quebec is here.  
22 And so you would have an exit -- if you were going from  
23 Havana towards downtown, you would have an exit to Central  
24 Park Boulevard, which would be here; the new bridge  
25 crossing over I-70. And then you would also have an exit



1 that would take you to I-70. And then from Central Park  
2 Boulevard in the westbound direction, you would have an  
3 entrance ramp that would cross under that exit. And then  
4 you would have basically the opposite configuration in the  
5 eastbound direction. So an exit off of I-70 to Central  
6 Park, an entrance, and then that -- am I missing -- oh,  
7 and then the entrance from 270 onto I-70.

8 This is a typical section that, if you were to  
9 divide a line -- draw a line down the middle of the  
10 bridge, this is what you would see. So we have three  
11 lanes in each direction, three -- what we call three  
12 through lanes -- crossing over, and then two left turn  
13 lanes in each direction. And this diagram, based on where  
14 it's drawn, only shows one left turn lane coming towards  
15 you. But at the other end of the bridge, that one turn  
16 lane would then divide up into two. So you would have two  
17 lanes that would be able to turn. And again, you can see  
18 the 12-foot paths that would be located on either side of  
19 the bridge.

20 As I mentioned, the preferred alternative is  
21 what we call Alternative 3B. And based on our detailed  
22 screening criteria, we selected these reasons for  
23 identification of that preferred alternative. It does  
24 provide that multi-modal access. It does conform with  
25 the -- DRCOG is the regional planning organization for our

1 area. It does conform with their 2035 plan. It meets the  
2 City design standards. Jess talked about the funding for  
3 the project. And impacts of the project can be mitigated.  
4 And we're going to talk about that in a little bit here.

5 Impacts. We had four major categories of  
6 impacts: wildlife, water quality, floodplains, and  
7 wetlands. We do have permanent and temporary impacts to  
8 the black-tailed prairie dog. As you guys know, there's  
9 probably quite a few colonies out in the project area. We  
10 will mitigate; try to relocate those colonies according to  
11 the CDOT policy.

12 We have two raptor nests. And we'll see a  
13 graphic in a minute that will show the locations of those  
14 nests in the study area. We will survey to make sure that  
15 the birds are not located or nesting in the project area  
16 prior to construction. And then burrowing owls --  
17 burrowing owls typically inhabit the same areas as prairie  
18 dogs. They use their burrows as their habitat. And so  
19 prior to doing any constructing or land-clearing  
20 activities out there, again, we'll be doing surveys to  
21 make sure that the owls are not present.

22 Water quality. We did have minor quality  
23 impacts as our mitigation. We will be constructing two  
24 ponds and some swales out in the project area. And, of  
25 course, we will comply with our state and local water

1 quality requirements. Some of you may know that as what  
2 we call MS4. And there are fairly strict requirements for  
3 making sure that we comply with that.

4 Floodplains. Sand Creek, obviously, is near  
5 our project area. And we do have impacts to -- the  
6 project would have been located in the 100-year  
7 floodplain. We will be raising all of our construction,  
8 our ramps, out of that 100-year floodplain. We'll talk  
9 about that in a minute.

10 And then wetlands. We did have a small  
11 wetland that's located in the southwest quadrant of the  
12 interchange. We do anticipate impacting that entire  
13 wetland. And we will be purchasing credits from what's  
14 called a mitigation bank. So it's offsite. And we  
15 purchase, in essence, a mitigation area as part of that  
16 bank to mitigate for impacts as a result of our project.

17 Again, this shows kind of the habitat that you  
18 see out there. This little area here is the wetland. And  
19 then we have those two raptors nests. We have a  
20 red-tailed hawk nest that we saw and a Swainson's hawk  
21 nest. And then the green area is the prairie dog habitat.  
22 So we would be impacting those areas -- wait, am I right?  
23 Yeah, prairie dog is green.

24 The floodplains. As I mentioned, the  
25 project -- the colors on this map show the 100-year and

1 the 500-year floodplain areas. This light blue and the  
2 dark blue here are the 100-year floodplain. So you can  
3 see that the new ramps that we are proposing here would be  
4 located in that floodplain area. The construction of  
5 those ponds and swales would actually move the floodplain  
6 limits to just south of the ramps there. So the project  
7 would be out of the floodplain -- the 100-year floodplain.

8 Let's talk a little bit about schedule. The  
9 Environmental Assessment was published on June 9th. We  
10 have a 30-day comment period. So that comment period will  
11 end on July 8th. The EA is available for you. It's  
12 available online, at local libraries. So if you haven't  
13 seen a copy of that, we have copies here as well. And  
14 after that comment period, we will be preparing a decision  
15 document and then -- in the coming months. And then  
16 hopefully that document will be approved by the Department  
17 of Transportation and the Federal Highway Administration.

18 Later on this year, we anticipate that this  
19 project would be a design/build project and that they  
20 would be selecting a contractor and beginning a design for  
21 that with the anticipation that they would start  
22 construction before the end of the year. And then it  
23 would be open to traffic no later than 2013. So that's  
24 the current schedule as we have it. Of course, we can  
25 talk more about that if you have questions.

1 I'm going to turn it -- that ends my  
2 presentation. I'm going to turn it back to Ed for our  
3 public comment period. Thank you very much.

4 MR. ED ROMERO: Thank you, Kelsey. It's been  
5 suggested that we all go outside. It's real cool; nice  
6 breeze. I'm burning up. I don't know about you guys.  
7 It's really hot.

8 So we're going to have the legal comment  
9 period now. We're going to have seven speakers, three  
10 minutes apiece. So the first person is Marianne Rodgers.  
11 And, Ms. Rodgers, when you get up here, would you state  
12 your name and address for us, please.

13 MS. MARIANNE RODGERS: Okay. Thank you.  
14 Marianne Rodgers, 8456 East 35th Avenue, Denver, 80238.

15 I'd like to say that this project has  
16 potential to funnel an awful lot of traffic into a lovely  
17 residential neighborhood, Stapleton. My husband and I  
18 moved here about a year and a half ago. And Stapleton was  
19 sold to us -- we came from Buffalo, New York. Stapleton  
20 was sold to us as a safe, walkable, quiet neighborhood.  
21 So our concerns are about the traffic that's going to be  
22 funneled right down the center of our neighborhood and the  
23 increased speed of that traffic.

24 And I realize I'm probably in the minority  
25 here. So what I'd like to ask you to do is to have

1 signage that will direct the commercial traffic to the  
2 areas that they want to go, such as the business district,  
3 Quebec -- Quebec Square, and so forth; and some kind of  
4 signage indicating that people staying straight on Central  
5 Park Boulevard are entering a residential neighbor. And  
6 traffic -- the speed limit now, I believe, is 30 miles per  
7 hour. People exceed that already. If you're increasing  
8 it to 35 miles per hour, I'd like to see some enforcement  
9 of the speed limit. I'd really like to see the speed  
10 limit stay at 30.

11 Did I leave anything out? I think that's the  
12 extent of my comments. And I thank you for the  
13 opportunity.

14 MR. ED ROMERO: Ms. Rodgers, thank you very  
15 much.

16 Ms. Regina Jackson.

17 MS. REGINA JACKSON: I really don't have  
18 anything to say. That was just a test.

19 MR. ED ROMERO: A test? Okay. Thank you.

20 Mr. Robert Reinert. And would you state your  
21 address for us?

22 MR. ROBERT REINERT: Robert Reinert, 7505 East  
23 35th Avenue, Quebec Square. I'm representing the Greater  
24 Stapleton Business Association; I represent them. We  
25 support 3B. Stapleton is not just a -- south of I-70 or

1 north of I-70; it's all of I-70. There are businesses on  
2 the north side -- sorry. I'm not used to mikes.

3 Stapleton and I-70 is all of north metro, not  
4 just Stapleton. And all we keep mentioning here is  
5 Stapleton. I want to make people understand it's not just  
6 Stapleton. Commerce City, everything up here depends on  
7 this -- Aurora, everything. We need this interchange. We  
8 need it now. We need it not in 2013. That's our biggest  
9 complaint, is we've been promised that we're going to get  
10 this done in Thanksgiving, it will be opened in 2010.  
11 It's now being, what -- I just heard 2013.

12 We have too many businesses that are failing  
13 and not working in Northfield because of this not being  
14 open and not having traffic getting up there. For any of  
15 you that have driven Quebec or tried to go up Quebec at  
16 any time when there's anything going on at the north end  
17 of town, you can't. Same thing with Havana with the  
18 four-way stop that we have up there. We need access --  
19 another access road to allow businesses, residents, and  
20 everyone in the north end of Denver to get in and out of  
21 the businesses and the residential areas.

22 If you look at what's being built up by the  
23 Rapids stadium -- this year, again, we're going to have a  
24 big tournament -- a big rock festival there. I'm telling  
25 you now, if you haven't -- if you just moved here, don't

1 try and go up Quebec on those days. It's not going to  
2 happen. You won't get there. I appreciate that -- your  
3 comments about traffic. I'm concerned about that as well.  
4 I have grandchildren that live out this way. It's  
5 something that we can address. But we have to have this  
6 interchange, and we have to do it expedited.

7 I would like to also thank Forest City, who  
8 wasn't mentioned here. Forest City has been putting a lot  
9 of money in behind the doors, I think, to help this  
10 project. For those of you who didn't know it, they put a  
11 ton of money in. A quick example of how this project can  
12 get done in a hurry if it wanted -- for those of you who  
13 have lived in Colorado a long time, in the early 80s,  
14 US-36 was blown up on a Friday night by a train wreck.  
15 US-36 was open Monday morning to traffic. We can do this  
16 in a hurry. They can do it in a hurry if they want to.  
17 GSBA wants this and we want it now. We don't want to wait  
18 until 2013. Our comments are, Please do what you can to  
19 expedite this process. Thank you.

20 MR. ED ROMERO: And we did mention Forest  
21 City. I promise you.

22 Mr. David (sic) St. Laurent. Our man in the  
23 military.

24 MR. DANIEL ST. LAURENT: Well, it's -- it's  
25 Dan St. Laurent. I'm at 2843 Central Park Boulevard. And



1 I'm only wearing a uniform because I came from work, not  
2 because I represent any government agency. I represent a  
3 very concerned citizen.

4 There already exist major thoroughfares from  
5 I-70: Havana, Quebec, Peoria. Central Park Boulevard is  
6 quickly also becoming a major thoroughfare. I'm all for a  
7 bridge that connects north and Stapleton to allow access  
8 to -- between those two areas. But access from I-70 into  
9 Central Park Boulevard I have serious reservations about.  
10 And I realize I'm probably coming to this debate a little  
11 bit late, but this is honestly the first that I knew about  
12 it.

13 Central Park Boulevard already has traffic  
14 problems. That's been mentioned. I live right on Central  
15 Park Boulevard and constantly see people exceeding the  
16 speed limit. There are generally police traps at MLK and  
17 29th, and they are constantly pulling people over.  
18 They're not just sitting there waiting to find somebody;  
19 they find somebody every minute that they're sitting  
20 there. I saw a photo speed trap sitting on Central Park  
21 Boulevard. And I went up and I thanked him for sitting  
22 there. Because -- and his flash to catch on camera the  
23 traffic was going off every 30, 60 seconds because people  
24 speed down that area.

25 And then I find out that this bridge is three

1 lanes both directions. Central Park Boulevard is only two  
2 lanes. So is there some plan in the future to extend  
3 this? Central Park Boulevard becomes, you know, more and  
4 more of a major thoroughfare. It's just already a  
5 dangerous -- it's a dangerous place for me to live and  
6 bring up my child. Stapleton is such a great family  
7 centered and oriented community. And I constantly see  
8 children walking around Central Park Boulevard.

9 There are not enough stop signs on that  
10 street. There are not enough streetlights on that street.  
11 And I will be first on that petition list, if there is one  
12 going around, that would propose increased regulations on  
13 Central Park Boulevard, speed limit restrictions, and  
14 stoplights. I appreciate your attention.

15 MR. ED ROMERO: Thank you so much.

16 Mr. Matthew Gray. Would you state your name  
17 and address, Mr. Gray?

18 MR. MATTHEW GRAY: Sure. My name is Matthew  
19 Gray. I live at 8501 35th Drive. Along with most of the  
20 people here, the concern is the traffic. I think my  
21 biggest concern is going to be the large commercial  
22 vehicles that will be able to exit onto Central Park and  
23 go through a neighborhood. I am for the interchange  
24 and -- to go through to the other side. Businesses --  
25 we've seen what happens. The other town centers haven't

1 gone up -- and going yet. We need to get some people in  
2 the neighborhood; make it easier for them to get here.  
3 But large commercial traffic should not be brought in  
4 through a residential neighborhood with kids, just like  
5 other people have mentioned.

6 Also, if this does go through, I think that  
7 the other interchanges, Quebec and Havana, have to be  
8 updated and made more accessible for use. I get onto I-70  
9 from Quebec every day and get off there. And I think a  
10 lot of changes have to be made in those interchanges too.  
11 That is all I have to say today.

12 MR. ED ROMERO: Thank you, Mr. Gray.

13 Ms. Angie Malpiede. Give us your address,  
14 too, Angie.

15 MS. ANGIE MALPIEDE: I will. Good evening.  
16 My name is Angie Rivera Malpiede. And I'm at 7350 East  
17 29th Avenue, Denver, Colorado 80238.

18 I'm here tonight as the director of the  
19 Stapleton Area Transportation Management Association. And  
20 we're here in support of the bridge, number one; but  
21 number two, the need for that pedestrian and bicycle  
22 connection. Of everything that I've heard within the  
23 community and the surrounding communities, the one thing  
24 that people consistently ask is for the pedestrian and  
25 bicycle connections and that perhaps there be some kind of

1 a buffer between the traffic and the actual 12-foot lanes  
2 that will be happening for that.

3 So we are thrilled with the 3B, along with the  
4 Greater Stapleton Business Association, and we are  
5 thankful to all the partners that helped this happen.  
6 Thank you.

7 MR. ED ROMERO: Thank you. Ladies and  
8 gentlemen, is there anyone else who would like to speak?  
9 This is a wonderful opportunity, and you probably won't  
10 have it again.

11 Would you state your name and address, please?

12 MS. AMANDA ALLSHOUSE: Sure. Amanda  
13 Allshouse. 10107 East 31st Avenue, 80238.

14 So in further support of additional pedestrian  
15 and bicycle access and a buffer, if there could be some  
16 sort of traffic control for cars that are entering and  
17 exiting the freeways so that the pedestrian and bicycle  
18 traffic has the right-of-way over cars that are coming and  
19 going from the freeway, in addition to an increased  
20 barrier -- as much separation as possible. We've used  
21 Quebec to cross over the interstate on bicycles, and there  
22 was actually police presence at the time to facilitate  
23 that. But it -- in the high-traffic area, it's important  
24 to protect the pedestrians and cyclists as much as  
25 possible.

1 MR. ED ROMERO: Thank you very much. That was  
2 very nice of you.

3 If anyone wants to make public comments,  
4 again, we have the forms table right outside the door.  
5 And Ms. Wendy will take comments for the next half hour if  
6 you would like to make comments in private. Again, you  
7 are so very kind to come and join us this evening. It's a  
8 full crowd. This community has always been engaged. And  
9 we're so appreciative of that. We're not going to  
10 disperse into an open house for a while. And we do have  
11 many experts to address all of these boards. This is the  
12 time to ask any and all questions.

13 Again, thank you so very much for coming.  
14 Have something to eat, something to drink, join me for a  
15 beer, whatever we do. Thank you so much.

16 MR. DANIEL BENJAMIN: Daniel Benjamin, 2863  
17 Central Park Boulevard, Denver. We'd like to see just the  
18 access to Northfield without any on-ramps or off-ramps of  
19 I-70. Having a 12-lane bridge is quite insane. We'd much  
20 rather see money spent on improving the Quebec and Havana  
21 interchanges and making those much more  
22 pedestrian-friendly as well.

23 MS. LORI MALDONADO: My name is Lori  
24 Maldonado. I live at 2725 Central Park Boulevard. And  
25 I'm for stop signs or stoplights because it's such a --

1 traffic flow is just terrible there. I see dogs that have  
2 been hit there now. Late at night, there's drag racing  
3 going on. You can hear cops stopping people left and  
4 right there. So right as it is, it's too fast and it's  
5 going to get worse. So that's my input; just for safety  
6 reasons.

7 MS. COLLETTE SHAUGHNESSY: My name is Collette  
8 Shaughnessy. My address is 9003 East 24th Place, Number  
9 102, Denver, 80238.

10 I'm in favor of traffic calming on Central  
11 Park Boulevard, a four-way past the new Stapleton. I  
12 don't care how. But there's kids going to school at Bill  
13 Roberts. Cars speed up going from Montview north past  
14 Bill Roberts -- the access to Bill Roberts School and the  
15 Denver School of Science and Tech. And then it proceeds  
16 by the RE/MAX building, and it starts speeding up.

17 There's a bridge there that shows -- that you  
18 can't see traffic because of the construction of the  
19 bridge itself. So there's need for a stop sign there on  
20 25th and Central Park Boulevard on both sides of the -- on  
21 the south side of that bridge proceeding north. I  
22 especially want no truck traffic, no commercial traffic  
23 through the residential area of 35th Avenue. That should  
24 be redirected to the Quebec Square area.

25 And since they can't go further -- the trucks

1 are not able to go further east now on 35th. There will  
2 not be a bridge that connects it to Havana. There's going  
3 to be a dead-end there at Westerly Creek. So people --  
4 there's no reason for them to go through that residential  
5 area on 35th Drive -- 35th Avenue. The only other thing I  
6 could think of was -- I know it's a major arterial. I  
7 know it was meant to be a major arterial for the City and  
8 County of Denver. However, this is residential, and we  
9 need additional traffic calming on Central Park Boulevard,  
10 the entire distance through Stapleton, from south to  
11 north. Thank you.

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REPORTER'S CERTIFICATE

I, Wendy Evangelista, Registered Professional Reporter and Notary Public in and for the State of Colorado, do hereby certify that said proceedings were taken in shorthand by me at the time and place hereinabove set forth and was thereafter reduced to typewritten form under my supervision, as per the foregoing transcript; that the same is a full, true, and correct transcription of my shorthand notes then and there taken.

I further certify that I am not related to, employed by, nor counsel for any of the parties or attorneys herein, nor otherwise interested in the event of the within action.

My commission expires August 12, 2012; and I have hereunto set my hand July 1, 2009.

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Registered Professional Reporter  
and  
Notary Public