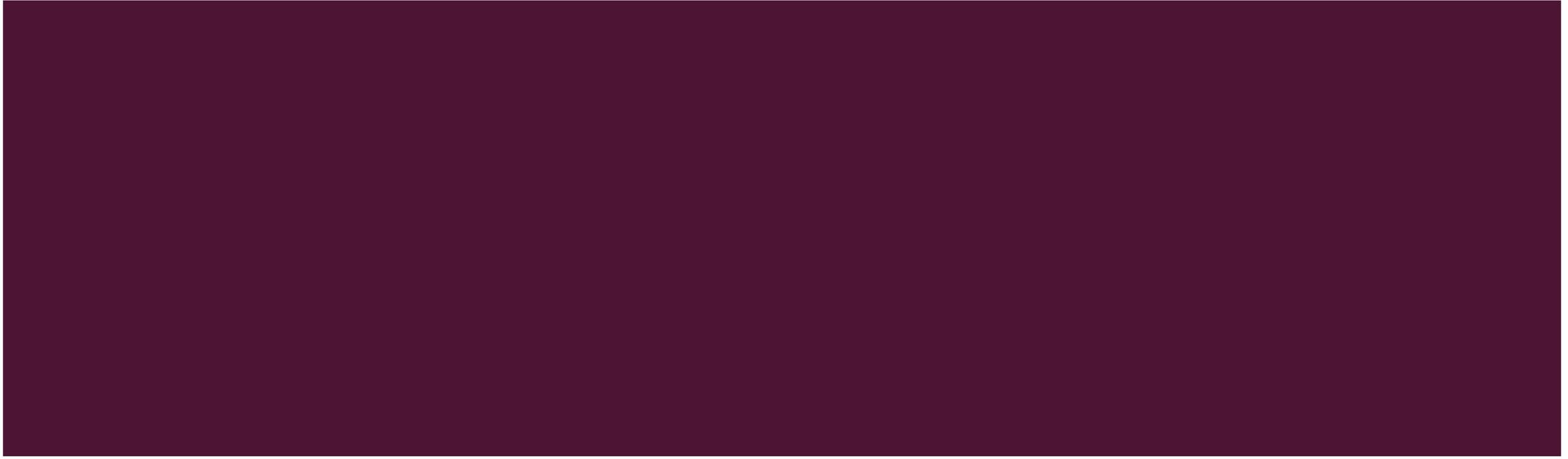




# JEFFERSON PARKWAY ADVISORY COMMITTEE

RECOMMENDATIONS TO THE JEFFERSON PARKWAY PUBLIC HIGHWAY  
AUTHORITY BOARD

NOVEMBER 15, 2018



# PURPOSE OF THE JEFFERSON PARKWAY ADVISORY COMMITTEE

The purpose of the Jefferson Parkway Advisory Committee (JPAC) is to discuss issues related to the Jefferson Parkway, learn together, and provide feedback to the Jefferson Parkway Public Highway Authority (JPPHA) Board of Directors via reports and/or presentations.

## JPAC MEMBERS

The JPAC is comprised of twelve named members selected by the JPPHA Board of Directors, Bill Ray, Kevin Standbridge, and Heather Bergman. They were chosen to represent a range of community perspectives, geographies, and expertise.

- Bini Abbott
- Bill Branyan
- Rebecca Kallio
- Vera Ladtkow
- Britta Nelson
- Ian Owens
- Brent Smith
- Randy Stafford
- Jill-Ellyn Straus
- Gerald Taylor
- Brett Vernon
- Marc Wills

# JPAC MEETING TOPICS AND DISCUSSION

The JPAC met nine times. Below are the topics they discussed during each

- **January 18:** History/Status of the Jefferson Parkway; JPAC Protocols, meeting
- **February 20:** Map-based Technical Presentation by HDR Engineering; Environmental Permits and Approvals
- **March 15:** Noise Study Presentation by Atkins Engineering; Wildlife Crossing and Safety presentation by CDOT and CPW
- **May 17:** Public Health Implications Related to Rocky Flats—presentations by CDPHE, Jon Lipsky, and Kristen Iversen
- **July 19:** Presentation of Jefferson Parkway Financial Feasibility Study; Presentation of Preliminary JPAC Recommendations
- **August 16:** JPAC Member Recommendations to JPPHA Board
- **September 20:** JPAC Prioritization and Refinement of Recommendations
- **October 23:** Final Agreement on Recommendations
- **November 10:** Final Agreement on Recommendations

## JPAC RECOMMENDATION PROCESS

1. Identification and shared learning of key topics related to the Jefferson Parkway.
2. Presentation and discussion of JPAC member recommendations
3. Prioritization and refinement of recommendations

**Outcome:** The JPAC reached full support on a range of recommendations (presented below). Several recommendations did not receive full support by all JPAC members, but the group agreed to submit the recommendations and note the various perspectives (also presented below).

- *Please note, these recommendations are not listed in any order of priority or intended sequence, with one exception: The JPAC respectfully requests that the JPPHA Board consider the recommendation regarding continual JPAC engagement first.*



# RECOMMENDATIONS WITH FULL JPAC SUPPORT

TOPIC: RECOMMENDATIONS PERTAINING TO  
PROCESS



# RECOMMENDATIONS WITH FULL JPAC SUPPORT

## TOPIC: PROCESS

The JPAC should meet regularly (subject to cancellation) during the RFP process and construction of the Jefferson Parkway.

# RECOMMENDATIONS WITH FULL JPAC SUPPORT

## TOPIC: PROCESS

JPPHA should state in the request for proposals (RFP) that evaluation criteria will include creativity, innovation, and aesthetics.

# RECOMMENDATIONS WITH FULL JPAC SUPPORT

## TOPIC: PROCESS

JPPHA should ensure in perpetuity that local communities do not subsidize the operation and maintenance of the Parkway.

# RECOMMENDATIONS WITH FULL JPAC SUPPORT

## TOPIC: PROCESS

During the period of time when the Parkway is not contiguously connected to the rest of the beltway, JPPHA should promote utilization of the Parkway by using financial incentives or other methods.

# RECOMMENDATIONS WITH FULL JPAC SUPPORT

## TOPIC: COMMUNITY SAFETY, CONNECTIVITY, AND WELLBEING

JPPHA should include multimodal paths designed to allow users to cross or travel along the Parkway. Those paths should link up at the north and south ends and with the Greenway Trail. Development of multimodal options should be included in Phase 1 of construction.



# RECOMMENDATIONS WITH FULL JPAC SUPPORT

TOPIC: RECOMMENDATIONS PERTAINING TO ROCKY  
FLATS AND ENVIRONMENTAL IMPACTS



# RECOMMENDATIONS WITH FULL JPAC SUPPORT

## TOPIC: PROCESS

JPPHA should provide clarity for the public on how the Jefferson Parkway helps achieve current Front Range transportation objectives and why JPPHA chose the Indiana Street alignment over other alternative alignments (e.g., Highway 93).

# RECOMMENDATIONS WITH FULL JPAC SUPPORT

## TOPIC: ROCKY FLATS AND ENVIRONMENTAL IMPACTS

JPPHA should adopt the mitigation measures from the 2008 Northwest Corridor Transportation Study Environmental Impact Statement (EIS).

# RECOMMENDATIONS WITH FULL JPAC SUPPORT

## TOPIC: ROCKY FLATS AND ENVIRONMENTAL IMPACTS

JPPHA should require dust control and mitigation during the construction of the Jefferson Parkway to deal with high winds. Additionally, air pollution control measures and strategies are required under Colorado's State Implementation Plan for the Denver Metro/North Front Range non-attainment area under the Clean Air Act. Dust control measures should be taken along the entire length of the Jefferson Parkway.

# RECOMMENDATIONS WITH FULL JPAC SUPPORT

## TOPIC: ROCKY FLATS AND ENVIRONMENTAL IMPACTS

The JPPHA Board should install adequate air monitoring equipment and continuously monitor air quality in the Indiana Street corridor to assess whether construction activity re-suspends Rocky Flats contaminants into the air. Prior to construction there should be a public process to:

- Evaluate and comment on the air monitoring equipment
- Specify thresholds of airborne contamination that should not be exceeded
- Specify consequences of exceedances of those thresholds
- Monitoring should begin before construction to establish an air quality baseline

# RECOMMENDATIONS WITH FULL JPAC SUPPORT

## TOPIC: ROCKY FLATS AND ENVIRONMENTAL IMPACTS

JPPHA should require testing of plutonium and also engage an expert independent of the concessionaire to identify additional Rocky Flats contaminants to sample before allowing any construction-related, surface-disturbing activities within the Parkway right-of-way and other impacted areas and should provide a public comment period to review the test results.

- Results showing elevated levels of contaminants should be reported to CDPHE and any other relevant agencies.
- If contaminant levels exceed CDPHE's standards, construction should pause while mitigation measures are followed, then a resampling should be conducted.

# RECOMMENDATIONS WITH FULL JPAC SUPPORT

## TOPIC: ROCKY FLATS AND ENVIRONMENTAL IMPACTS

The JPPHA should have a contingency plan for the unlikely but potentially disastrous event that a buried nuclear dump site is unearthed during construction of the Parkway.



# RECOMMENDATIONS WITH FULL JPAC SUPPORT

TOPIC: RECOMMENDATIONS PERTAINING TO  
COMMUNITY SAFETY, CONNECTIVITY, AND  
WELLBEING



# RECOMMENDATIONS WITH FULL JPAC SUPPORT

## TOPIC: COMMUNITY SAFETY, CONNECTIVITY, AND WELLBEING

Mitigation measures should be taken to insulate the residential neighborhoods from the negative impacts of the Jefferson Parkway during the construction phase and when operational, to reduce the impacts of the Parkway dividing the community, and to keep the residents living alongside the Parkway safe. Mitigation measures should include:

- Regarding sound mitigation, measures should be considered carefully and creative solutions should be explored and implemented.
  - One option could include a sound absorbing tunnel, similar to the one built at the Beijing Zoo. Other creative solutions of this type, beyond traditional sound mitigation measures, should be encouraged.
  - Another option could be to deepen the roadway in residential neighborhoods as appropriate and build several at-grade, wide pedestrian walkways to partially cover the span to deflect noise and light pollution. Heavy vegetation could reduce light and sound impacts in the open areas between pedestrian walkways.
  - Traditional sound walls should be avoided by Leyden Rock, per the wishes of the local residents.
- Regarding light pollution (both highway lighting and headlights from motorists), tall light poles should be avoided, and highway lighting should be directed to the roadway and not visible to homes lining the Parkway or the surrounding neighborhood. Signage for the Parkway should be positioned well away from residential neighborhoods.
- Regarding safety, guard rails and similar safety measures should be utilized to keep vehicles away from residences in the event of an accident.

# RECOMMENDATIONS WITH FULL JPAC SUPPORT

## TOPIC: COMMUNITY SAFETY, CONNECTIVITY, AND WELLBEING

JPPHA should prioritize measures to maintain the continuity of the Leyden Rock neighborhood. The City of Arvada embraces community connectivity and has invested significant time and resources to bring neighborhoods together. The Leyden Rock subdivision has organically become a strong community, with 15 community events in 2017 which drew over 5,200 total participants.

- There should be several wide, clear, park-like pedestrian walkways that span the Parkway to connect one end of the Leyden Rock community to the other.
- The design should integrate forested areas in empty spaces between the walkways to improve safety, provide sound mitigation, create green space, and increase neighborhood connectivity.
- The JPPHA should pursue partnerships with the City of Arvada and the Leyden Rock Metro District to maintain the character of the Leyden Rock neighborhood.
- The City of Arvada should ensure that the objectives in the City of Arvada's community plans, including the Arvada Arts and Culture Master Plan, the Arvada's Bicycle Master Plan, and the Parks Plan are prioritized. These objectives include expanding the arts and culture throughout Arvada and improving bicycle and pedestrian access (i.e., reducing barriers to access).

# RECOMMENDATIONS WITH FULL JPAC SUPPORT

## TOPIC: COMMUNITY SAFETY, CONNECTIVITY, AND WELLBEING

The design should include provisions for an access road from the northwest corner of the Leyden Rock neighborhood to the Candelas Parkway. The access road could:

- Provide residents with an additional escape route if the area was threatened by a natural or man-made disaster.
- Provide an alternative route for access by first responders in the event that 82nd Street is blocked by flood, fire, or accident.
- Be slaved to the Parkway, or a separate roadway. Additionally, it could be tolled or un-tolled.
- Increase utilization of the Parkway by giving Leyden Rock Residents access they would not otherwise have. The increase in tollway utilization could be significant.
- Reduce traffic on Indiana and delay the need for expansion on that roadway.
- Reduce local opposition to the Parkway. The City of Arvada may need to consider partnering with the Authority in this effort since the access road would work towards many of the City's priorities.

# RECOMMENDATIONS WITH FULL JPAC SUPPORT

## TOPIC: COMMUNITY SAFETY, CONNECTIVITY, AND WELLBEING

JPPHA should ensure the objectives of all Master Plans for the county and municipalities adjacent to the Parkway are included in the final design.



# RECOMMENDATIONS WITHOUT FULL JPAC SUPPORT



## RECOMMENDATIONS WITHOUT FULL JPAC SUPPORT

JPPHA should change the alignment of the Jefferson Parkway to go up Highway 93 instead of Indiana Street to avoid conflict regarding public health and contaminants from Rocky Flats; the west side of Rocky Flats is less contaminated than the east side.

- A majority of the JPAC does not support this recommendation because it is outside the scope of this group and the design decisions have been established.
- Other members of the JPAC support this recommendation because it would avoid the controversy of stirring up Rocky Flats contaminants.

## RECOMMENDATIONS WITHOUT FULL JPAC SUPPORT

JPPHA should utilize Indiana Street as the northbound lanes of the Parkway and construct the new southbound lanes in the Rocky Flats right-of-way (from west 96th Avenue north to Highway 128). A Parkway entrance/exit could be provided at 96th Avenue onto Indiana Street.

- A majority of the JPAC does not support this recommendation because they believe it would take away transportation opportunities from local residents. These members oppose the idea of taking away access to a public road. Additionally, people traveling from east of Indiana Street would not have access.
- One member of the JPAC supports this recommendation because they believe that very few people will use the Parkway if they have the option to use Indiana Street. Additionally, they assert that the reuse of an existing right-of-way and the necessity to only add two lanes to Indiana Street would substantially decrease the cost of construction.

## RECOMMENDATIONS WITHOUT FULL JPAC SUPPORT

JPPHA should sponsor an independent review of public health impacts by a qualified national institution that is independent of the Department of Energy (e.g., the National Academy of Sciences). The independent reviewer should assess risks and conclusions surrounding public health impacts.

- A majority of the JPAC does not support this recommendation because they question the necessity of conducting a retrospective review and believe it would be redundant.
- Others support this recommendation, emphasizing the importance of clarifying the public health impacts associated with Rocky Flats.



All members of the JPAC greatly appreciate the JPPHA Board's time and consideration and the opportunity to provide input on this important community issue. JPAC members look forward to hearing the Board's feedback and decisions regarding the recommendations.

**QUESTIONS?**

