

PEÑA BOULEVARD TRANSPORTATION AND MOBILITY MASTER PLAN

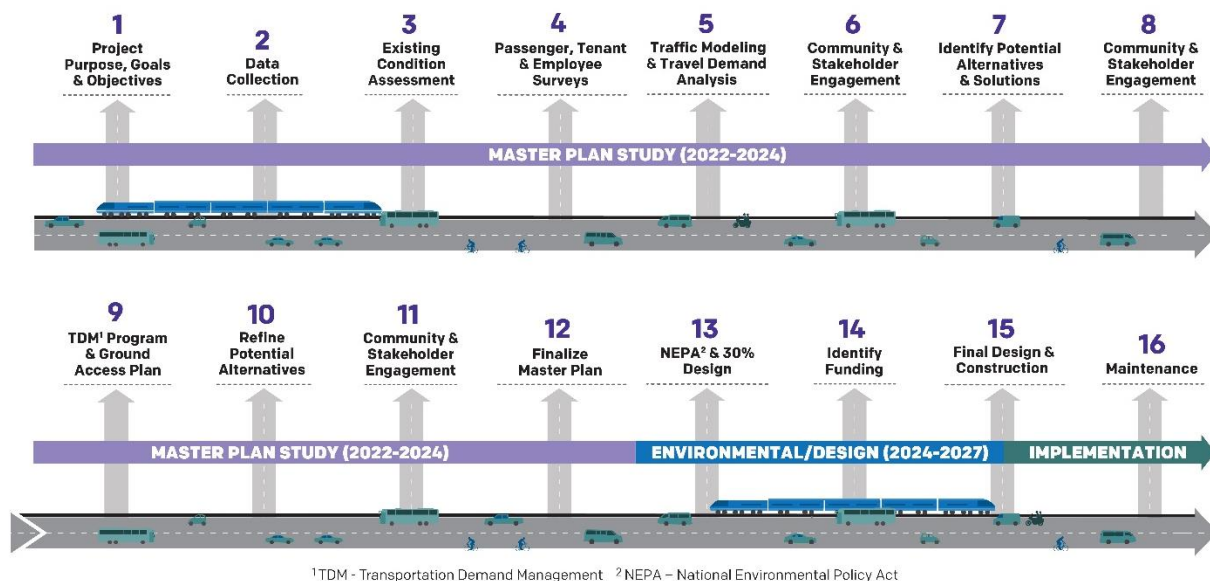
Attachment B

Public and Stakeholder Engagement Summary

Public and Stakeholder Engagement Summary

Denver International Airport (DEN) values input of the public and its stakeholders and provided opportunities for meaningful involvement and input throughout the Peña Boulevard Transportation and Mobility Master Plan (Peña Master Plan). Outreach events were conducted at three key milestones throughout the Peña Master Plan to keep the public and stakeholders informed and solicit their input, see Figure 1. Feedback received during outreach events and throughout the study influenced solutions considered for the Peña Master Plan.

Figure 1 - Peña Boulevard Transportation and Mobility Master Plan Timeline



This document provides a summary of the public and stakeholder engagement undertaken during the development of the Peña Master Plan and is broken into the following sections:

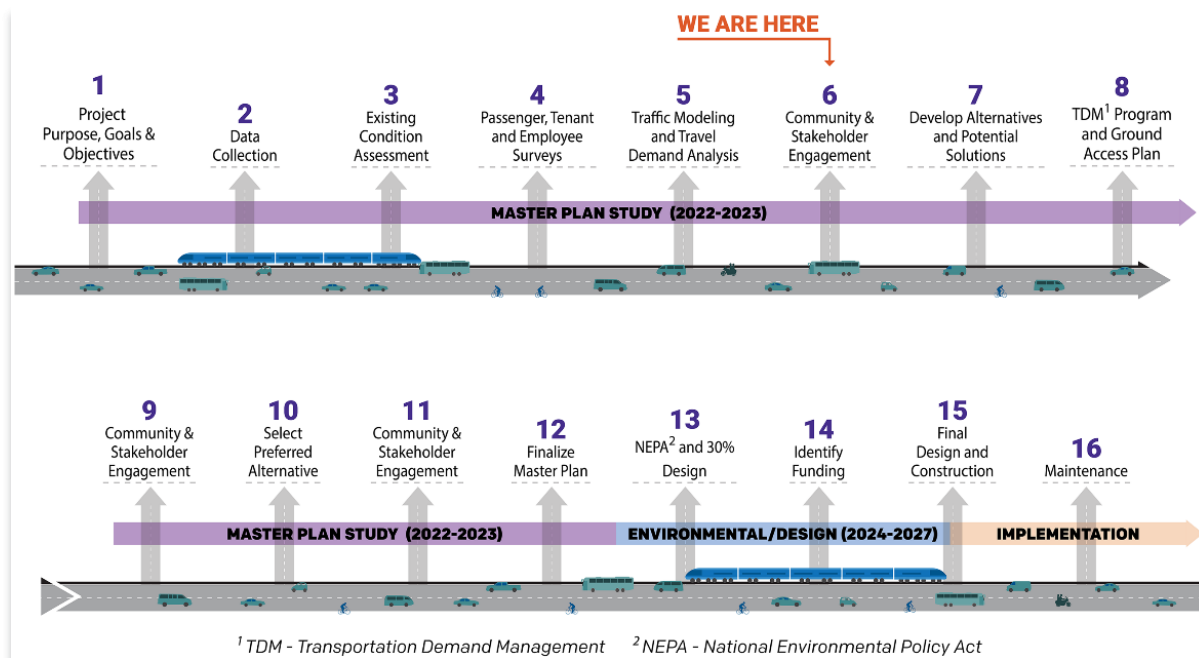
- **Section A. - Public and Stakeholder Engagement Round 1:** Summarizes the first round of public engagement that occurred in winter 2023; including two public open houses, a virtual open house, and feedback received.
- **Section B. - Public and Stakeholder Engagement Round 2:** Summarizes the second round of public engagement that occurred in summer 2023; including attending community events, a virtual open house, and feedback received.
- **Section C. - Public and Stakeholder Engagement Round 3:** Summarizes the third round of public engagement that occurred in winter 2024; including virtual engagement and feedback received.
- **Section D - Stakeholder Briefing:** Summarizes meetings with stakeholders or interest groups who requested a briefing on the Peña Master Plan.



1. Introduction

Community and stakeholder engagement was conducted at three key milestones throughout the Study to keep the public and stakeholders updated, on the development of the Peña Master Plan, and to solicit their input. As shown on the timeline in Figure 2, the first round of engagement occurred at step six.

Figure 2 - Peña Boulevard Transportation and Mobility Master Plan Timeline



The first community and stakeholder engagement occurred in early 2023 (see attendance for each type of engagement in Figure 3). These meetings provided an opportunity to listen to local communities (Montbello and Green Valley Ranch), the public, and stakeholders' concerns, and to solicit their input on potential alternatives. This memorandum provides an overview of the following public open houses and Stakeholder Working Group (SWG) meetings:

- In-Person Open Houses:
 - Thursday, February 23, 2023, from 5 p.m. to 7 p.m. at STRIVE Prep – Noel in Montbello.
 - Tuesday, February 28, 2023, from 5 p.m. to 7 p.m. at Evie Garrett Dennis Campus, Student Union in Green Valley Ranch.
- Virtual Open House:
 - A virtual open house was available on the Peña Master Plan website from February 23 to March 9, 2023.

- Stakeholder Working Group Meeting:
 - Thursday, March 30, 2023, from 1 p.m. to 2:30 p.m. hosted virtually on Microsoft Teams.

Figure 3 - Open House and Meeting Attendance Summary



2. Public and Stakeholder Engagement Round 1 Summary

2.1. Public Open House Summary

In early 2023, DEN hosted in-person public open houses in Montbello and Green Valley Ranch to ensure that communities adjacent to airport property have the opportunity to participate in the study. DEN and Denver Department of Transportation and Infrastructure (DOTI) agreed to locate public meetings in Green Valley Ranch and Montbello because these are the two communities within the study area and improvements to Peña Boulevard could affect these communities. The in-person meetings were hosted on the evenings of February 23, 2023, at STRIVE Prep – Noel in Montbello and February 28, 2023, at the Evie Garrett Dennis Campus in Green Valley Ranch. The meetings provide DOTI with an opportunity to engage the public on the development of the Gateway Area Travel Study.

In addition to in-person open houses, a virtual open house was hosted on the flydenver.com/pena_plan webpage from February 23, 2023, to March 9, 2023, to ensure attendees who could not attend the in-person events or attendees located outside of the adjacent communities had an opportunity to engage with DEN. Approximately 24 attendees participated in in-person events and more than 150 viewed the virtual presentation, leaving more than 80 individual comments/submissions.

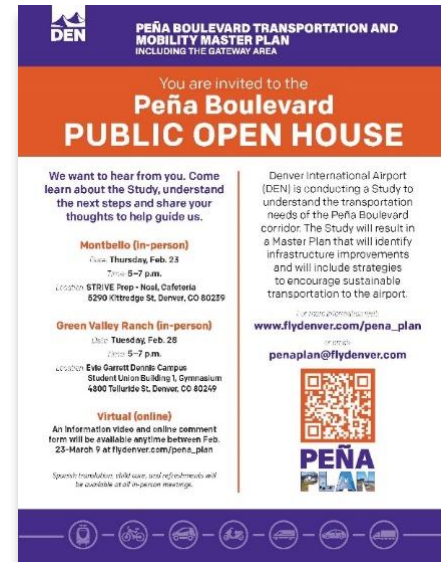
The purpose of the first open houses was to:

- Initiate communication;
- Present the purpose and need and goals and objectives;
- Present the work accomplished, to date (surveys, etc.);
- Present the summary of existing conditions;
- Understand transportation/mobility challenges and opportunities within the Study area;
- Solicit input on potential alternatives; and
- Present next steps.

2.2. Advertisement and Media Coverage

Prior to the open houses, multiple formats were used to advertise upcoming events, including, but not limited to, flyers distributed across the community and virtually on social media (see Figure 4), online event calendars, employee and city news resources, social media, and news interviews (see Figure 5). DEN Global Communications and Marketing (GCM) and the DEN Project Manager Lisa Nguyen were interviewed by multiple news outlets, including 9 News, Denver 7, and Denverite about the Peña Master Plan. The team collaborated with Councilperson Stacie Gilmore's office to advertise the event for their constituents through their newsletters, Facebook. The Technical Advisory Committee (TAC) members hosted an informational table at their February Town Hall event on February 16, 2023.

Figure 4 - Open House Advertisement Flyer



Advertisement Methods:

- Councilperson Stacie Gilmore
- Flyer Distribution
- Denver Post YourHub
- Denver Gazette Event Page
- The Mayor's Week
- DOTI Next Door Account
- CCD Employee Bulletin
- Community Group Invite

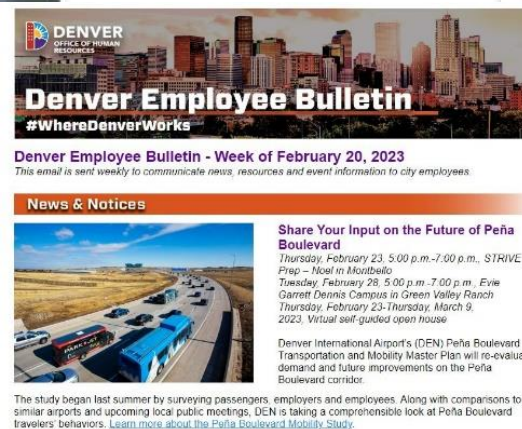
- DEN Press Release
- DEN Non-Stop News
- DEN Employee News
- DEN Flight Lines
- DEN Employee Monitors

Media Coverage:

- Denverite
- 9News
- Denver 7

Figure 5 - Advertisement and Media Coverage

Open houses kick off for feedback on how to improve Peña Boulevard



2.3. In-Person Open House

For the in-person open houses, information boards were developed, in both English and Spanish, see example in Figure 6 and full suite of boards on the study website (<https://www.flydenver.com/about-den/projects-and-infrastructure/peña-master-plan/>). The information boards provided an overview of the following:

- Project Overview/Purpose and Need
- Peña Master Plan Timeline
- Peña Boulevard Corridor Growth
- Existing Conditions
- Denver Moves Gateway Area Travel Study
- Goals & Alternatives
- Improvements and Alternatives Evaluation Process
- Denver Moves Everyone 2050
- Managed Lanes
- Mobility
- Peer Airport Benchmarking

Figure 6 - Example of Open House Boards – English & Spanish



As shown in Figure 7 TAC members, stood at the boards to listened to attendees questions, concerns, and needs for the community. An interactive feedback board addressed the question: “*What improvement to the Peña Corridor would make it easier to travel to the places you want to go?*” Roll plot maps allowed attendees to mark and comment on specific locations, where they had insights, ideas, concerns, and issues.

Figure 7 - TAC Members and Open House Attendees View and Discuss Presentation Boards



Attendees were provided a comment form to share additional feedback and could sign up for project updates. All materials were provided, in English and Spanish, and translators were on site.

Both open house locations were located on RTD bus routes to provide access on public transportation. Refreshments were provided by local businesses, and childcare was offered on site.

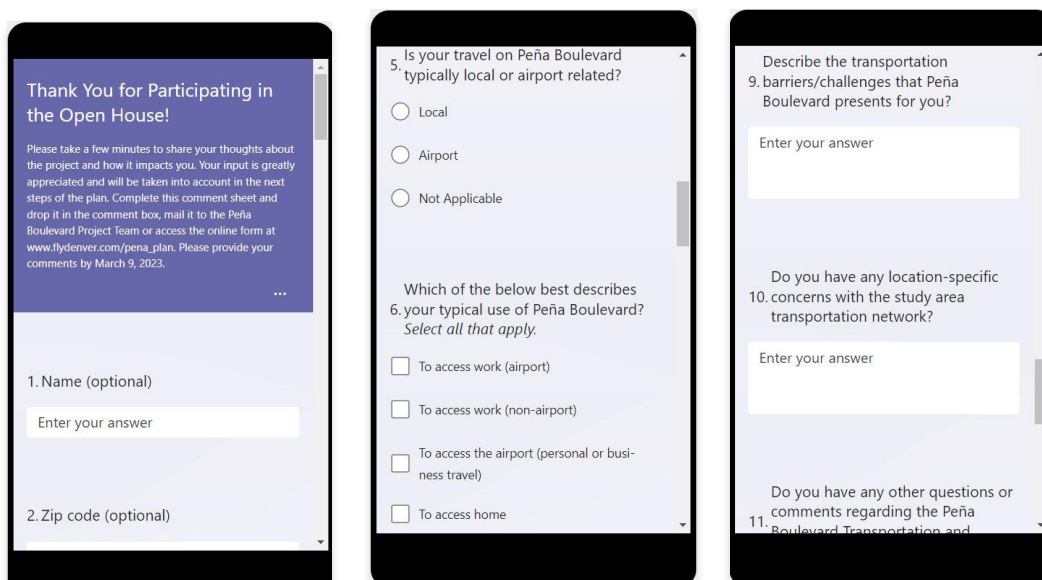
2.4. Virtual Open House

The virtual open house was available between February 23, 2023, and March 9, 2023, on flydenver.com/pena_plan. The recording was available in English and could be viewed with Spanish subtitles. The virtual open house provided a replica of in-person meetings. The virtual open house was self-guided and allowed participants to engage with DEN at their convenience. The virtual open house included a recorded presentation of the information boards (see Figure 8) and a Microsoft Forms survey to capture feedback and comments from participants. Figure 9 shows a smartphone view of the Microsoft Teams comment form. Additionally, PDFs of the information boards and a study area map were included on the webpage in English and Spanish.

Figure 8 - Virtual Presentation Recording by Lisa Nguyen, DEN Project Manager



Figure 9 - Virtual Comment Form Hosted on Microsoft Teams

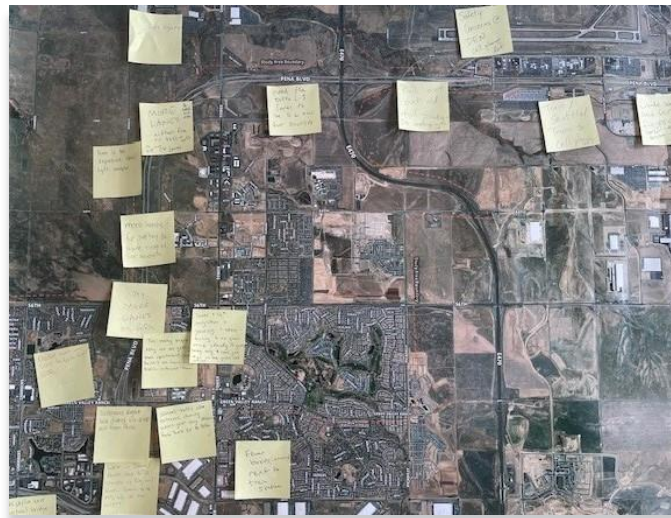


2.5. Open House Comments and Feedback

Feedback from in-person open house attendees was collected by a variety of tools, including paper and virtual comment forms, a feedback board, and marking specific locations on a roll plot, as shown in Figure 10. These tools were replicated for virtual open house participants who could provide feedback by an online Microsoft Teams form which was available on the virtual open house website. Comment forms, both paper and Microsoft Teams versions, included three questions:

- Describe the transportation barriers/challenges that Peña Boulevard presents for you?
- Do you have any location-specific concerns with the study area transportation network?
- Do you have any other questions or comments regarding the Peña Boulevard Transportation and Mobility Master Plan?

Figure 10 - Location Specific Feedback Received at the In-Person Open Houses



In total, 119 unique responses were received during virtual and in-person open houses that consisted of 27 in-person sticky notes or comment form responses, 81 virtual comment form responses, and 11 emails from community members. Comments were categorized into 30 Community Input Themes. Table 1 shows the top 13 of more than 30 themes heard throughout the engagement period.

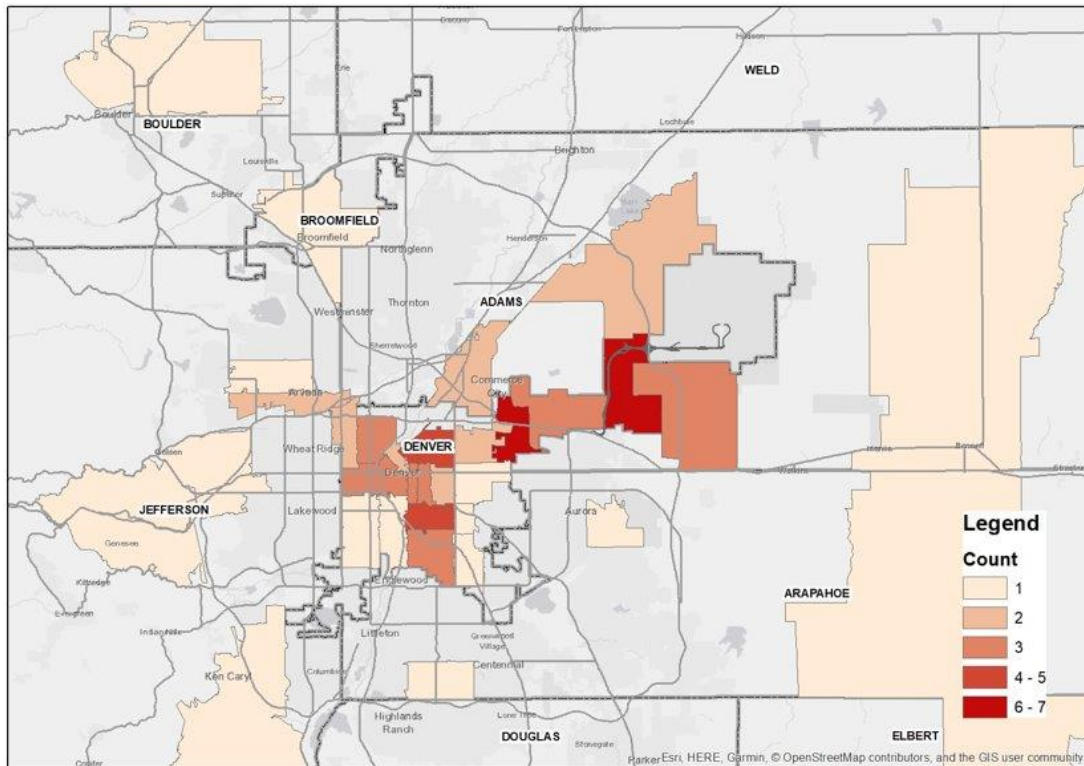
Table 1 - Community Input Themes

Community Input Theme	Number of people*	Percentage
Concerned with delays and congestion on Peña Boulevard	39	33%
Desire for more investment in transit to increase the number of routes and/or increase the frequency/capacity of existing services	28	24%
The two lanes on Peña Boulevard do not adequately serve the demand	26	22%
Desire to make transit free/cheaper for employees and/or passengers accessing the airport and/or within the airport pricing zone	24	20%
Miscellaneous/Opinion	16	13%
Safety and congestion concerns on Peña Boulevard ramps and/or merge/diverge locations	15	13%
Does not support adding lanes to Peña Boulevard	14	12%
Desire for more multi-modal access to the airport	11	9%
Environmental/pollution concerns with proposed solutions and/or concerns that adding lanes will increase GHG emissions	10	8%
Desire to add managed lanes to Peña Boulevard	10	8%
Concerned with safety	9	8%
Concerned with local/city/airport growth and the surrounding traffic growth	9	8%
Concerned with volume and congestion associated with heavy vehicles on Peña Boulevard and/or desire for separate freight lane	6	5%

***Note:** in a single comment from response, an individual may have touched on multiple themes. Therefore, of the 39 individuals who had concerns with delays and congestion, some of those may have also expressed concerns with safety. In this case an individual is counted in multiple themes.

Both in-person and Microsoft Teams comment forms asked participants to provide their zip codes. Participants covered 31 unique zip codes across the Denver Metropolitan Region (see Figure 11). The most responses came from the following zip codes - 80249: Green Valley Ranch and DEN; 80238: Central Park and Stapleton; and 80205: North Denver, Five Points, and City Park.

Figure 11 - Mapped Zip Codes of Comment Responses



2.6. Lessons Learned and Next Steps

With a total of 119 unique responses received during open houses, the TAC believed the first round of public engagement was successful. However, although well-advertised, the two open houses only had an estimated 24 people attend. Therefore, most of the feedback received during the first round of public engagement came from the virtual open house format. This indicated to the DEN team that it would be more effective to go out to the communities and participate in their activities/events instead of asking for their attendance at DEN planned events.

The second round of outreach occurred in summer 2023 and is described in the following section.

3. Stakeholder Working Group

3.1. Stakeholder Working Group Overview

The TAC worked with DEN Planning, Government Affairs, and the Steering Committee to identify a Stakeholder Working Group (SWG) with membership made up of surrounding transportation, local agencies, and advocacy groups highlighted in Figure 12. Similar to the public engagement schedule, the SWG met at three key milestones throughout the Peña Master Plan:

- Meeting #1, March 30, 2023 – Existing conditions (traffic, safety, etc.), mobility surveys, draft goals/objectives, and stakeholder input on potential alternatives.
- Meeting #2, September 27, 2023 – Alternatives developed based on meeting #1, evaluation on achieving project goals/objectives, and stakeholder input on alternatives.
- Meeting #3, Winter 2024 – Proposed solutions/recommendations and selected alternatives, and stakeholder input to further refine the Peña Master Plan.

Hosting SWG meetings at key milestones ensured that the TAC provided consistent information to all DEN stakeholders and allowed stakeholders to hear ideas and concerns of other agencies and groups.

Figure 12 - Peña Master Plan Stakeholder Working Group



On February 14, 2023, stakeholders received an initial email that informed them of the Peña Master Plan and open houses with a request for a point of contact for their organization. Stakeholders were informed of the first milestone meeting and that an invite would be sent in the coming weeks. Communication for the SWG came from PenaPlan@flydenver.com. A total of 54 individuals from 27

organizations were invited via email on March 10, 2023, to attend the milestone SWG scheduled for March 30, 2023.

As the Peña Master Plan progressed and as the team continued to engage with the SWG, other stakeholders became apparent. Where appropriate, they were added to the SWG and briefed on the Peña Master Plan.

3.2. SWG Meeting #1 Overview

DEN hosted the first of three planned SWG meetings on March 30, 2023. The 90-minute meeting occurred virtually via Microsoft Teams to provide stakeholders with an overview of the Peña Master Plan, summarize feedback during the first round of public engagement, and answer their questions regarding the Peña Master Plan. Twenty-one stakeholders from the following 15 organizations attended the meeting:

- Adams County
- Aerotropolis Coalition
- Arapahoe County
- Colorado Department of Transportation (CDOT)
- Colorado Motor Carriers Association
- Commerce City
- Colorado Transportation Investment Office (CTIO)
- Denver Economic Development & Opportunity (DEDO)
- Denver Street Partnership
- DRCOG
- E-470
- Freight Advisory Council
- Greater Denver Transit
- Regional Transportation District (RTD)
- Win-Win Coalition

During the first 60 minutes of the meeting, the DEN Project Manager Lisa Nguyen delivered a presentation to attendees that included a history of the Peña Boulevard corridor and regional growth, an overview of the study, a summary of the public engagement, highlights from the mobility survey, a review of the peer airport benchmarking, and next steps. Attendees were encouraged to ask questions throughout the presentation. For the final 30 minutes of the meeting, attendees gathered into three smaller breakout rooms to discuss how Peña Boulevard affects their agencies and how they can work together with DEN. To make the breakout rooms more interactive, attendees were provided a link to Mural where they could provide comments and feedback. The following sections provide more details on how Mural and breakout rooms were used to solicit feedback from the SWG.

3.2.1. Mural

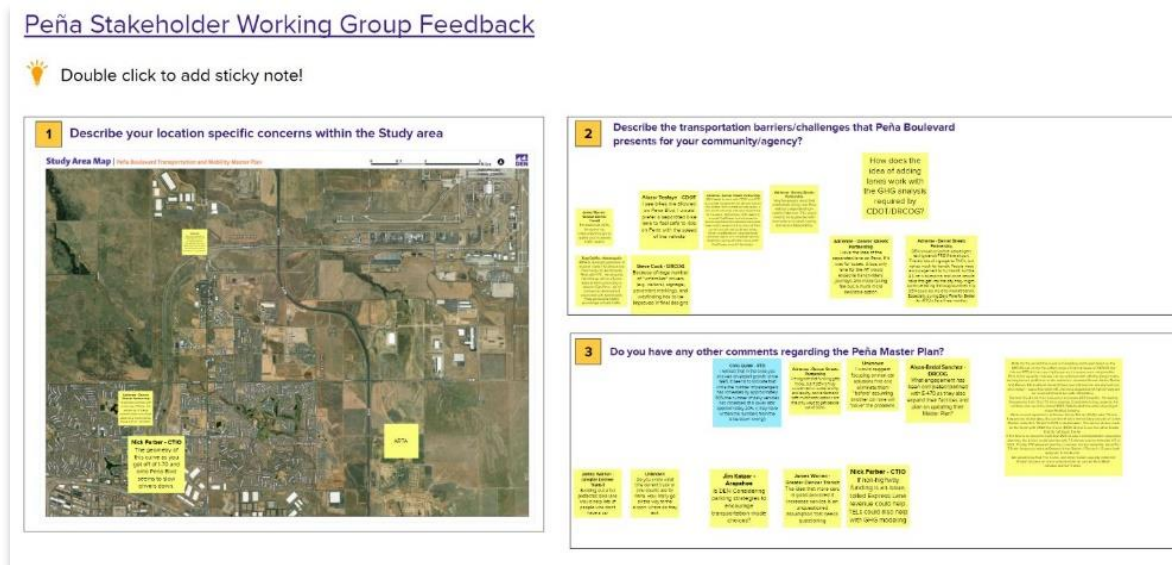
The TAC used the innovative collaboration tool, Mural, to gain feedback from SWG members during the meeting. Mural enabled attendees to contribute their ideas and feedback via a digital whiteboard that asked three specific questions:

- Can you describe your location specific concerns within the study area?
- Can you describe the transportation barriers/challenges that Peña Boulevard presents for your community/agency?
- Do you have any other comments regarding the Peña Master Plan?

Mural included a map of the study area, and members were encouraged to place “notes” on specific locations of concern and on the whiteboards (see Figure 13). Attendees were provided with a hyperlink

to the Mural, given time during the meeting to share their feedback and encouraged to provide any additional feedback after the meeting. were provided access for one week following the meeting. The Mural link was accessible for a week after the SWG meeting and responses from 14 organizations were received and taken into consideration.

Figure 13 - Virtual Mural Board and Responses



3.2.2. Breakout Rooms

To encourage discussion, attendees were randomly assigned to one of three breakout rooms, hosted by DEN staff. During these breakout discussions, SWG attendees provided insight/feedback about their organization being affected by Peña Boulevard and discussed projects about Peña Boulevard and opportunities for DEN to work with their organizations. To initiate engagement, room leaders asked the following questions:

- How does Peña Boulevard impact your jurisdiction's transportation network?
- How does the airport impact your community and/or agency?
- What are your main concerns or challenges with the Peña Boulevard corridor?
- Is there anything else the study team should consider?

3.3. Next Steps

Following the SWG meeting, attendees received a copy of the presentation and access to Mural. Their feedback was considered as the TAC began to develop alternatives for Peña Boulevard. DEN continued to meet with this group at standing individual meetings and key milestones throughout the Peña Master Plan.

Appendix A. Public Feedback

Summary Round 1 Engagement

This appendix provides a summary of the feedback provided by the public during the engagement events in winter 2023.

1. Timeline

Can the Study be fast-tracked and/or can improvements be made to Peña Boulevard without the need for a Study?

The final Peña Master Plan is anticipated to be complete in 2023, at the end of the Study. Once the Study is completed and the Peña Master Plan is finalized, an environmental review process would commence, dependent on funding, in spring of 2024.

Although this is not a Planning and Environmental Linkages (PEL) as defined by the Federal Highway Administration (FHWA), the study team followed PEL principles to ensure a collaborative and integrated approach was used to assist future transportation decision-making that 1) considers environmental, community, and economic goals early in the transportation planning process, and 2) uses the information, analysis, and products developed during planning to inform the environmental review process.

2. Roadway & Traffic Questions

Is DEN adding more lanes to Peña? (Response to those in favor and those opposed)

DEN is faced with the challenge of increased congestion on Peña Boulevard and a limited ability to expand the highway capacity due to construction costs, and potential environmental and societal impacts. As part of the Peña Master Plan, DEN is exploring a range of cross-sectional improvements to Peña Boulevard that are broadly divided into five main categories:

- Do-Nothing
- Add General Purpose (GP) Lane(s)
- Add Lane(s) and separate airport and local traffic
- Add Managed Lane(s) (non-tolling)
- Add Managed Lane(s) (tolling)

These potential alternatives, each of which contains a variety of options, were developed to reflect feedback received from the first round of public and stakeholder engagement in early 2023, and recommendations from previous studies. These alternatives will undergo two levels of screening, firstly against the study purpose and need, and secondly against the study goals

and objectives, before arriving at a consolidated list of recommended alternatives that will be taken forward into environmental review and conceptual design. Stakeholder and public input will be considered throughout this screening and refinement process.

Can DEN add express lanes and/or tolls lanes to the airport?

As part of the alternatives analysis described in the previous answer, DEN is exploring the addition of express lanes and/or tolled lanes to the airport. These potential alternatives are part of a suite of options being explored as part of the study.

How is the study addressing delays caused by slower moving freight traffic on Peña Boulevard?

It is a goal of the study to ensure Peña Boulevard continues to facilitate the growth of DEN while reasonably accommodating surrounding non-airport developments. The study includes microsimulation traffic modeling that will examine how projected increases in truck volumes will affect traffic flow on Peña Boulevard. As part of the alternative analysis, DEN will explore alternatives that move local and/or slower moving traffic off Peña Boulevard mainline including frontage roads and collector-distributor roads. These potential alternatives are part of a suite of options being explored as part of the study.

How is DEN balancing the airport vs local traffic needs on Peña Boulevard?

The study will seek to manage both the airport and local demands and ensure Peña Boulevard continues to facilitate the growth of DEN and the region in a sustainable way. Some of the alternatives being explored include options that separate airport and local traffic. These potential alternatives are part of a suite of options being explored as part of the study.

What is the study doing to improve the bottlenecking and congestion at the Peña Boulevard / I-70 / I-225 interchanges?

DEN is working with the Colorado Department of Transportation (CDOT) to better understand the connection between I-70, I-225 and Peña Boulevard. CDOT is part of the Stakeholder Working Group (SWG) and will be consulted throughout the study.

3. Transit Questions

What is DEN doing to reduce the prices and increase the frequency of Regional Transit District (RTD) services to the Airport?

DEN is currently working with RTD to better synchronize transit schedules with employee shifts and reduce costs to employees to reduce barriers to opportunities.

In particular, DEN has been working with RTD to develop a Concessionaire's mini master contract to ensure all employers at DEN have access to the cheapest priced EcoPass,

\$632/employee for all employees. Under the current pricing without the mini contract, the pricing per person varies by size of employer; the most costly (under 25 employees) is \$1,074/employee. That is a savings of \$442/person annually for some smaller businesses. DEN wants to encourage all employers at the Airport to provide their employees with an EcoPass.

In addition, in response to feedback from customers that fares are expensive and difficult to understand, RTD launched a Systemwide Fare Study and Equity Analysis. The study is reexamining the fare system holistically, with the objective of creating a fare structure that is more equitable, affordable and simple. The recommended fare structure proposes to reduce airport fares from \$10.50 to \$10.00 and reduce monthly passes to the airport from \$200 to \$88. DEN hopes that this will further encourage both passengers and employees to utilize RTD services to access the airport.

What is the study doing to expand transit services to DEN?

Improved transit service and increased transit usage to manage travel demand is a goal of the Study. The Peña Master Plan will include a Transportation Demand Management (TDM) plan, with implementable strategies and plans on how DEN can increase its share of public transit ridership (including RTD A Line and bus services).

The Peña Master Plan will include a TDM plan, with recommendations and specific policies to improve transportation infrastructure and increase mobility choices for DEN passengers and employees. See additional information in the TDM answers below.

What is DEN doing to encourage more passengers and employees to take transit?

The Peña Master Plan will include a Transportation Demand Management (TDM) plan, with implementable strategies and plans on how DEN can increase its share of public transit ridership (including RTD A Line and bus services). DEN is currently working with RTD to better synchronize transit schedules with employee shift.

Why doesn't DEN encourage more people to take the A Line?

Improved transit service and increased transit usage to manage travel demand is a goal of the Study with a specific objective to develop programs and incentives to promote increased ridership on the RTD A Line for passengers and employees. DEN recognizes that only a portion of its employees and passengers live within reasonable commuting distance of the A Line. Therefore, the Transportation Demand Management (TDM) sets out to maximize traveler mode choices and reduce congestion on Peña Boulevard. Specifically, the TDM program will provide implementable strategies and plans on how DEN can increase its share of public transit ridership (including RTD A Line and bus services), support employee vanpools/carpools, incentivize sustainable transportation, and encourage HOVs.

Why doesn't the FAA subsidize RTD services to DEN?

The use of airport revenue for purposes other than airport capital or operating costs is generally considered “revenue diversion” and is prohibited by federal law.

4. TDM Questions

What is DEN doing to encourage passengers and employees to take more sustainable transportation to the airport?

The Peña Master Plan will include a Transportation Demand Management (TDM) plan, with recommendations and specific policies to improve transportation infrastructure and increase mobility choices for DEN passengers and employees. This TDM plan will establish target mode splits that aim to decrease vehicle trips on Peña Boulevard and encourage more sustainable transportation options to passengers, visitors, and employees at DEN.

The TDM program will provide implementable strategies and plans on how DEN can increase its share of public transit ridership (including RTD A Line and bus services), support employee vanpools/carpools, incentivize sustainable transportation, and encourage HOVs. Proposed solutions from the TDM program could include employee incentive programs to promote transit ridership, innovative parking solutions to encourage carpools and vanpools, and improved facilities to make sustainable transportation more enticing, such as bike lockers, assembly and repair stations, and bike tools.

What is DEN doing to reduce the number of single occupancy vehicles accessing the airport?

Reducing the number of single occupancy vehicles (SOVs) on Peña Boulevard and shifting existing travel to more sustainable modes of transportation is a goal of the study. The TDM Plan will develop strategies specifically aimed at reducing the number of SOVs on Peña Boulevard.

Could money collected from tolls on Peña Boulevard be used to fund transit programs at DEN?

DEN is still in its planning stages; discussions on if/what potential tolling revenues can go toward are yet to be determined.

With the relocation of the employee landside parking lot to the current Mt. Elbert location will greatly increase traffic in the aforementioned Jackson Gap area. What is being planned to mitigate safety and the traffic increase in that area?

DEN is planning to reconstruct the Jackson Gap from 78th to 74th Avenue and construct a Diverging Diamond Interchange at Peña Boulevard. This work will potentially begin in 2024.

Why is DEN exploring options that increase vehicle miles travelled and thus reduce air quality?

One of the main causes of traffic pollution in cities worldwide is congestion. Idling vehicles increase the local concentration of harmful emissions, and the concentration of potentially hundreds of vehicles increases that concentration further.

As Peña Boulevard has reached its capacity, there is an increase of traffic diverting to local arterials such as Tower Road and 56th Avenue, causing increased congestion and safety concern on roadways in Historically Disadvantaged Communities that are not designed to handle that level of traffic. If this congestion and demand are not managed on Peña Boulevard, vehicles will continue to divert to local arterial roadways. Improvements to the corridor are needed to relieve congestion, improve air quality, and enhance quality of life in the communities surrounding Peña Boulevard.

Why doesn't DEN explore options other than adding new lanes to Peña Boulevard?

DEN is developing this Transportation and Mobility Master Plan to understand what transportation infrastructure improvements and what mobility solutions are needed to manage the existing and future demands for Peña Boulevard. As part of the study and master plan development, DEN is exploring both infrastructure improvement to the Peña Boulevard corridor, and program and policies changes at DEN to encourage passengers and employees use more sustainable modes of transportation to access the airport.

Is DEN researching managed lane facilities at other airports?

As part of the study, DEN has identified peer airports for benchmarking to identify and compare current ground transportation best practices. Benchmarking includes reviews of current published information and phone interviews. This task also includes an investigation and assessment of the policy levers that similar airports have used to influence employee and passenger mode choice. Benchmarked airports are similar in terms of size and type of activity i.e., large hub domestic airports, which have developed and implemented policies and strategies for advancing non—single occupancy vehicle transportation model choices for passengers and employees.

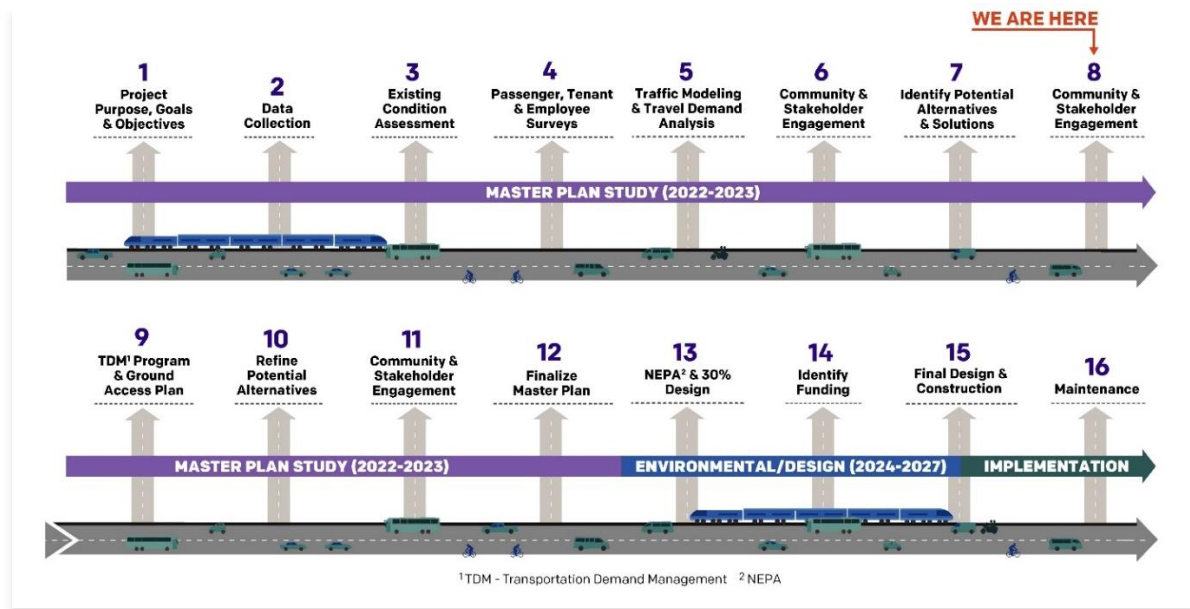
Public and Stakeholder Engagement Round 2 – Summer 2023



1. Introduction

Community and stakeholder engagement was conducted at three key milestones throughout the study to keep the public and stakeholders updated, on the development of the Peña Master Plan, and to solicit their input. As shown on the timeline in Figure 14, the second round of engagement occurred at step eight.

Figure 14 - Peña Master Plan Timeline



The purpose of the second round of public outreach and engagement was to:

- Provide study background and overview of public outreach and engagement from round 1
- Present purpose and need and goals and objectives
- Present work accomplished (surveys, etc.), to date, alternative analysis, and potential alternatives
- Understand transportation/mobility challenges and opportunities within the study area
- Solicit community input on potential alternatives
- Present next steps and timeline

2. Public Outreach and Engagement

2.1. Public Outreach and Engagement Summary

Due to low attendance for the in-person open houses during the first round of engagement, Denver International Airport (DEN) decided to host a virtual open house for the second round. In addition, the Technical Advisory Committee (TAC) attended community organized events to provide information about the study, solicit feedback, and encourage the community to participate in the virtual engagement. Public outreach materials, the virtual open house, community events, advertisement methods, and feedback received are described below.

2.2. Public Outreach Materials

The TAC created various public outreach materials to advertise and inform the public about the study, including flyers, QR codes, comment forms, presentation boards, and a local area map.

To advertise community events and the virtual open house, a flyer was created for online and in-person distribution, highlighting the purpose and dates of the virtual open house and included a QR code to the virtual open house webpage with a listing of community events, see Figure 15. The flyer was distributed to community groups in English, Spanish, and Amharic. An additional handout with a QR code was distributed at community events in English and Spanish, leading the public to the virtual open house and comment form.

Figure 15 - Spanish and English Flyers



To present the study and alternatives to the community the TAC developed presentation boards that were used in multiple formats. These presentation boards were developed into poster boards and inserted into a bound book for use at community events and presented online as the virtual open house recording. The poster boards highlighted the purpose, need, and overview of the Study; alternative screening; feedback from engagement during round 1; and alternatives under review. The presentation boards also covered goals of the study, existing conditions, existing and projected traffic, mobility surveys, TDM, alternative evaluations, and the Denver Moves

Gateway Area Travel Study. In addition to the bound book disseminated at community events, printed copies were available as PDFs to be downloaded from the open house webpage.

All public outreach materials remain accessible at www.flydenver.com/pena_plan (the public meetings webpage).

2.3. Advertisement and Media Coverage

Multiple methods were used to advertise and inform community members of upcoming events, including, but not limited to, community emails, virtual flyers, community events, employee and city news resources, social media, and news interviews. DEN Global Communications and Marketing (GCM) and the DEN Project Manager Lisa Nguyen were interviewed by multiple news outlets, including The Denver Post, 9 News, and Denver 7 about the study. Media coverage is highlighted in

Figure 16 and Figure 17. The TAC collaborated with Councilperson Stacie Gilmore's office to advertise the event for their constituents through their newsletters and Facebook, and an email was shared with community groups.

NEXT WITH KYLE CLARK

DIA explores options to solve traffic issues on Peña Boulevard

A traffic study showed 73% of vehicles on Peña Boulevard are headed to the airport and the rest are going elsewhere. That changes where funding for a fix comes from.

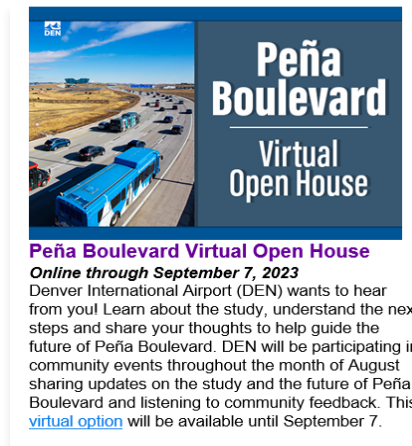


Figure 16 - Media Coverage

Advertisement Methods:

Figure 17 - City of Denver Employee Announcement and DEN Social Media

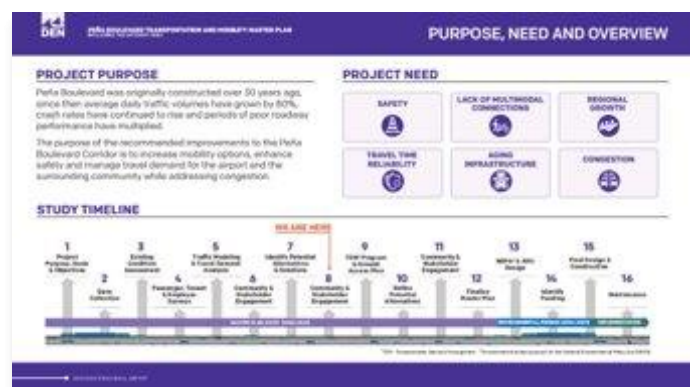
- Councilperson Stacie Gilmore
- Virtual Flyer Distribution
- The Mayor's Week
- CCD Employee Bulletin
- Community Group Invite
- DEN Media Email
- DEN Non-Stop News
- DEN Employee News
- DEN Flight Lines
- DEN Employee Monitors
- DEN Social Media



2.4. Virtual Open House

The virtual open house was available for viewing August 14, 2023 to September 7, 2023, on the [flydenver.com/pena_plan](#) website. The recording was in English and could be viewed with Spanish subtitles via YouTube. The virtual open house provided a replica of materials shared at community events and was self-guided to allow participants to engage with the study at their convenience. The virtual open house included a recorded presentation (Figure 18) hosted by DEN Project Manager Lisa Nguyen and a Microsoft Forms survey to capture feedback and comments from participants. Additionally, PDFs of the presentation boards were included on the webpage; all materials were available in English, Spanish, and Amharic.

Figure 18 - Virtual Open House Recording and Presentation



2.5. Community Events

To promote the virtual open house and engage with the public (in person), DEN attended six community organized events in late summer 2023 in Montbello and Green Valley Ranch, see Table 2. These are two communities within the study area that could be affected by improvements to Peña Boulevard and any proposed mobility enhancements in the Gateway Area.

Table 2 - Public Outreach Event Calendar

Form of Engagement	Date	Event
Virtual	August 14, 2023–September 7, 2023	Virtual Open House
Community Event	Saturday, August 12, 2023	Montbello 2020 Annual Health Fair/Backpack Giveaway
Community Event	Wednesday, August 23, 2023	Green Valley Ranch Farmers Market
Community Event	Saturday, August 26, 2023	Special Olympics Plane Pull
Community Event	Sunday, August 27, 2023	CEEA Project Take Off
Community Event	Sunday, August 27, 2023	DEN JetSet Jamz
Community Event	Wednesday, August 30, 2023	Green Valley Ranch Farmers Market

At each community event, the TAC hosted an informational table with display boards and presentation visuals to provide information about the Peña Master Plan and potential alternatives, Figure 19. The TAC staff fielded questions and concerns from community members and distributed comment forms to obtain feedback on site and QR code flyers to direct the community to the virtual open house and comment forms. Directing individuals to the virtual open house gave them the opportunity to view the online presentation and provide feedback at their own convenience.

Figure 19 - TAC Members Interacting with Community Members at the Montbello 2020 Event 8/12/2023, CEEA Project Take-off 8/26/2023 and Special Olympics Plane Pull Event at DEN 8/26/2023.



To thank community members for engaging at events, DEN distributed promotional items at in-person events, including pencil pouches, tote bags, and pencils (shown in Figure 20). Over 600 items were distributed to community members as a small token for engaging with the project.

Figure 20 - Promotional Items Distributed to the Community



2.6. Public Outreach Comment Form and Feedback

Feedback from in-person events was collected through various tools, including paper and virtual comment forms, documenting oral comments, and marking specific locations on a map handout. Figure 21 highlights Amharic and Spanish translations of comment forms. These tools were replicated for virtual open house participants, who could provide feedback through an online Microsoft Forms which was available on the virtual open house website.

Comment forms, both paper and Microsoft Teams versions, asked open house attendees four questions:

- Question 1: In what locations have you observed traffic or safety problems and what are those problems? (See Figure 21)
- Question 2: What would make it easier for you to use more sustainable modes of travel? (Bus, train, bike, walking, etc.) (See Figure 21)
- Question 3: Do you have any comments or concerns regarding the below alternatives being considered for Peña Boulevard? (See Figure 21)
- Question 4: Do you have any other questions or comments regarding the Peña Boulevard Transportation and Mobility Master Plan? (See Figure 21)

[illegible]

Attachment B. Public & Stakeholder Engagement Summary

3.3.1. Question 1 Location Specific Comments

Open house participants were asked to share location-specific concerns with the study area and adjacent transportation network. A total of 491 location-specific comments were received. The top ten location-specific comments are in Table 3.

Table 3 - Q1. Location Specific Comments

Location	Total
I-70: Concerns with I-70 Interchange	94
I-70: Concerns with merging at I-225/Chambers Rd/ Peña Boulevard Interchange	38
Peña Boulevard: Congestion at Tower Rd and/or the merge/diverges	34
Peña Boulevard: Congestion at 56th Ave and/or the merge/diverges	33
Peña Boulevard: Congestion between E-470 and Jackson Gap and/or the merge/diverges	27
Peña Boulevard: Congestion NB from I-70 to 56th Ave	25
Peña Boulevard: Congestion SB Tower Rd to I-70	25
I-70: Congestion EB from 225 to Peña Boulevard	24
Peña Boulevard: Congestion NB from I-70 to Tower Rd	22
Peña Boulevard: Congestion NB from I-70 to E-470	19
Peña Boulevard: Congestion at the airport and/or on approach/exit	19
Peña Boulevard: Congestion NB I-70 to Green Valley Ranch	17

3.3.2. Question 2 Responses

When analyzing the responses to question 2: “What would make it easier for you to use more sustainable modes of travel? (Bus, train, bike, walking, etc.),” the team identified two distinct categories of responses, solutions, and barriers. Table 4 outlines solutions identified by the public to make it easier for them to use sustainable transportation, and Table 5 outlines barrier responses.

Table 4 - Q2. Sustainable Transportation Responses

What would make it easier for you to use more sustainable modes of travel? (Bus, train, bike, walking, etc.)	Sustainable Transportation Responses
A Line: More reliable, higher frequency, faster or express A Line service to DEN	165
Transit: Direct transit services from metro Denver cities/suburbs to DEN	89
Transit: Cheaper A Line and/or bus fares to DEN	84
Transit: More reliable and/or higher frequency transit service	72
Transit: Better connections to A Line and/or between RTD services	46
Bike Infrastructure: Better bike facilities and/or bike connections to transit	43
Transit: Safer and/or cleaner transit vehicles and/or stations	35
Transit: More off-peak transit service	33
Park & ride: Cheaper or more convenient park & ride facilities with ample parking and services to DEN	33
Transit: More convenient/easier access to transit	30

Table 5 - Q2. Sustainable Transportation Barriers

What would make it easier for you to use more sustainable modes of travel? (Bus, train, bike, walking, etc.)	Sustainable Barriers
Transit: Home location/family commitments/schedule not conducive to more sustainable modes of transportation	57
General: Does not deem sustainable modes of transportation as viable and/or supports expansion of roadways instead	44
Transit: Transit is impractical/unreliable/takes too long and/or driving is faster/preferred	22
Transit: Transit is not competitive enough (price or time) with parking or uber	14
Cost: Low-cost parking and/or high cost transit discourages transit use	10

3.3.3. Question 3 Responses

Open House participants were asked at Question 3:

Do you have any comments or concerns regarding the below alternatives being considered for Peña Boulevard?

- *Do Nothing*
- *Add Managed Lanes (Non-tolling or tolling)*
- *Add Facility to Accommodate Local Traffic*

Table 6 outlines the breakdown of feedback.

Table 6 - Q3. Alternatives Responses

Do you have any comments or concerns regarding the below alternatives being considered for Peña Boulevard?	Alternative Feedback Responses
Transit: Enhanced transit and TDM strategies	137
Do nothing	115
Peña Boulevard: Separating local and airport traffic	89
Peña Boulevard: General purpose lanes	77
Peña Boulevard: Separating local and airport traffic, specifically frontage road	65
Peña Boulevard: Managed Lanes	53
Peña Boulevard: Opposed to tolling	40
Peña Boulevard: Managed lanes (bus only lanes)	30
Peña Boulevard: Opposed to adding lanes for cars or SOVs	29
Peña Boulevard: Express lanes to DEN	26

3.3.4. Additional Sentiments

Some respondents shared additional sentiments in their responses. The top six additional sentiments are in Table 7.

Table 7 - Additional Sentiments

Additional Sentiments	Total Responses
Concerned with residential and commercial growth and/or their dependence on Peña Boulevard	27
Does not support adding toll lanes to Peña Boulevard	19
Environmental/pollution concerns with proposed solutions and/or concerns that adding lanes will increase GHG emissions	15
Remove the toll from E-470 to allow people more option than just 70/225 and/or extend acceleration lanes from Tower Rd	12
Against extra lanes	11
Concerned with residential and commercial growth and/or their dependence on Peña Boulevard	27

3.3.5. High Participation Dates

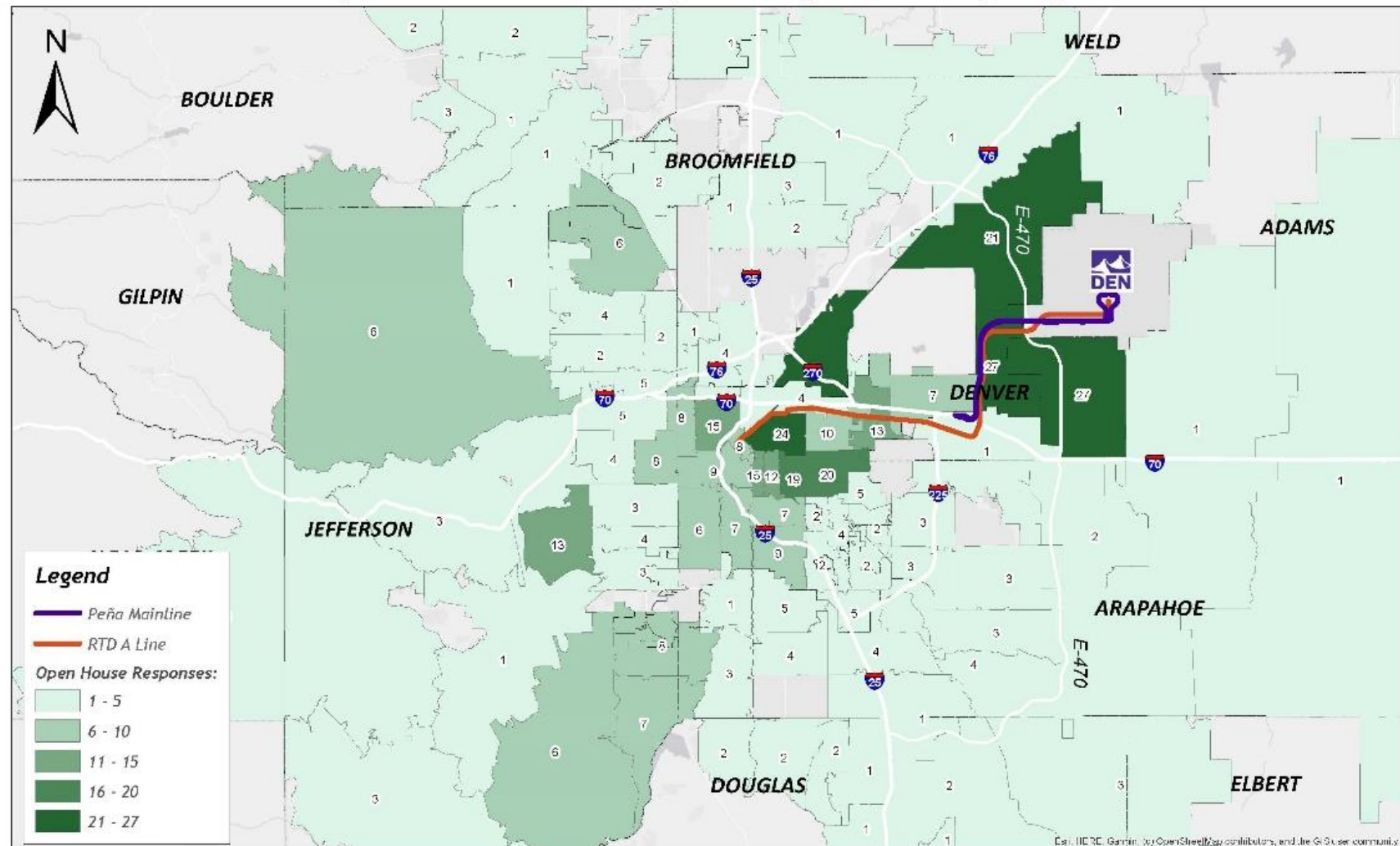
A steady stream of public comments was received for three weeks, with most of them received the first week following the Denver Post article and high media coverage. Table 8 outlines seven dates with the highest participation rates.

Table 8 - Top 7 Days of Virtual Engagement

Day	Responses
08/14/23	45
08/15/23	219
08/16/23	108
08/17/23	59
08/18/23	31
08/19/23	27
08/20/23	30

Respondents could share their home zip codes while filling out comment forms. Figure 22 shows a heatmap of these zip codes. Most responses come from zip codes in Aurora (27), Green Valley Ranch (27), North Denver (24), Commerce City (21), and Montclair (20).

Figure 22 - Comments Received Mapped by Zip Code



2.7. Lessons Learned and Next Steps

DEN viewed the community outreach and engagement as a success, thanks to high media coverage and feedback received in person and online. Feedback helped inform the development of the Peña Master Plan and refine potential alternatives for Peña Boulevard.

The third and final round of outreach occurred in winter 2024 and is described in the following section.

3. Stakeholder Working Group

3.1. Stakeholder Working Group Overview

At the beginning of the Peña Master Plan, the TAC worked with DEN Planning, Government Affairs, and the Steering Committee to identify an SWG which has surrounding transportation, local agencies, and advocacy groups (see Figure 23).

Figure 23 - Invited Agencies and Organizations



Similar to the public engagement schedule, the SWG met at three key milestones throughout the study:

- Meeting #1, March 30, 2023 – Existing conditions (traffic, safety, etc.), mobility surveys, draft goals/objectives, and stakeholder input on potential alternatives.
- Meeting #2, September 27, 2023 – Alternatives developed based on meeting #1, evaluation on achieving project goals/objectives, and stakeholder input on alternatives.
- Meeting #3, Winter 2024 – Proposed solutions/recommendations, selected alternatives, and stakeholder input to further refine the Peña Master Plan.



3.2. SWG Meeting #2 Overview

DEN hosted the second of three planned SWG meetings on September 27, 2023. The 90-minute meeting occurred virtually via Microsoft Teams to provide stakeholders with an overview of the Peña Master Plan, summarize the feedback during the first round of public engagement, and answer their questions regarding the Peña Master Plan.

Communication for the SWG was sent by PenaPlan@flydenver.com, and the email was sent August 22, 2023, to more than 60 invitees on the invite. A total of 27 individuals from 16 organizations participated in the meeting.

During the first 60 minutes of the meeting, the TAC delivered a presentation to attendees that included a recap of SWG Meeting #1, an update of the Master Plan, overviews of the Denver Regional Council of Governments (DRCOG) Transportation Improvement Program (TIP) grant, potential alternatives, TDM strategies and solutions, and a summary of the public outreach and engagement.

Attendees were encouraged to ask questions throughout the presentation. For the final 30 minutes of the meeting, attendees gathered into three smaller breakout rooms to discuss potential alternatives and improvements, address questions and comments on the Peña Master Plan, and discuss how their agencies and DEN can work together. To make the breakout rooms more interactive, attendees were provided a link to Mural where they could provide comments and feedback. The following sections provide more details on how Mural and these breakout rooms were used to solicit feedback from the SWG.

Attending Organizations:

- Adams County
- Aerotropolis Coalition
- City and County of Denver (CPD)
- City of Aurora
- City of Brighton
- Commerce City
- Community Planning & Development (CPD)
- Colorado Transportation Investment Office (CTIO)
- Denver Street Partnership
- Denver Regional Council of Governments (DRCOG)
- E-470
- Freight Advisory Council
- Greater Denver Transit
- Regional Transportation District (RTD)
- Win-Win Coalition

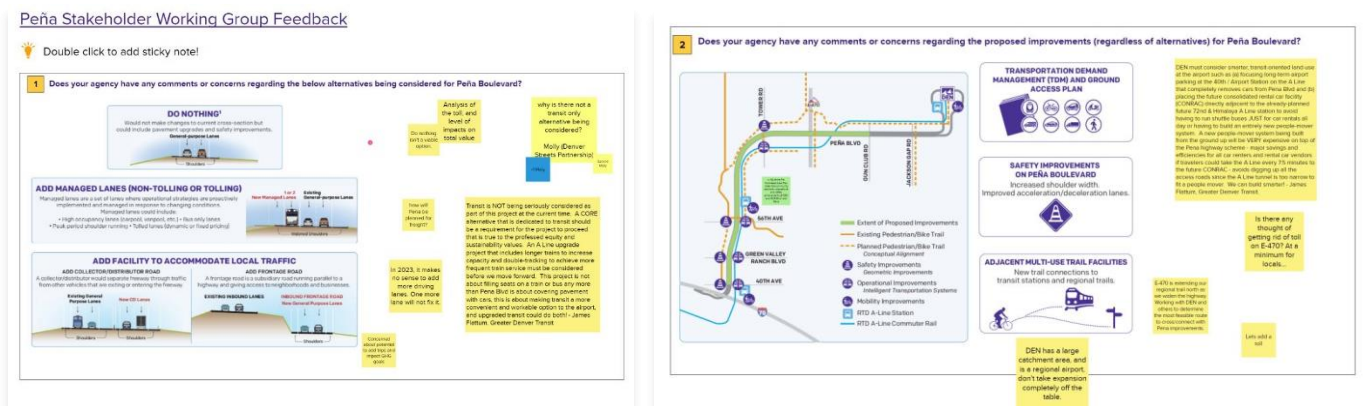
3.3.6. Mural

The TAC utilized the innovative collaboration tool Mural to gain feedback from SWG members during the meeting. Mural enabled attendees to contribute their ideas and feedback via a digital whiteboard that asked three specific questions:

- Does your agency have any comments or concerns regarding the below alternatives being considered for Peña Boulevard?
- Does your agency have any comments or concerns regarding the proposed improvements (regardless of alternatives) for Peña Boulevard?
- Do you have any other comments regarding the Peña Master Plan?
- How can we partner with your agency to encourage more sustainable transportation to DEN?

The Mural included alternatives and a map of the study area with improvements, and attendees were encouraged to place “notes” on the whiteboards with their feedback (see Figure 24, the Mural Board). Attendees were given time during the meeting to share their feedback and were provided access for one week following the meeting. Twenty-one responses were received.

Figure 24 - Mural Board with Feedback





3.3.7. Breakout Rooms

To gain additional feedback and encourage discussion, attendees were assigned to one of three breakout rooms, hosted by DEN staff. The rooms hosted five to seven randomly assigned SWG attendees. During the breakout discussions, SWG attendees provided insight on Peña Boulevard affects their organization and discussed projects related to Peña Boulevard and opportunities for DEN to work with their organizations. To initiate engagement, room leaders asked the following questions:

- How can we encourage more sustainable transportation to DEN?
- Are there challenges between accessing DEN from your jurisdiction? Roadway bottlenecks? Lack of transit access?
- Does your jurisdiction have interest in partnering on micromobility and/or TDM strategies? Circulator for major employment centers and existing A Line Stations? Adding micromobility (i.e., scooters, bikes, etc.) between employment centers and A Line Stations?
- What else are we not considering or thinking about?

3.3. Next Steps

Following the SWG meeting, attendees received a copy of the presentation and access to the Mural tool. Their feedback was considered, as the TAC began to develop alternatives for Peña Boulevard. DEN continued to meet with this group at standing individual meetings and key milestones throughout the Peña Master Plan.

Appendix B. Public Feedback

Summary Round 2

Engagement

Public engagement conducted in Summer 2023 included a review of potential alternatives and provided community members and the public the opportunity to share their thoughts to help guide transportation improvements along the Peña Boulevard corridor. To help solicit feedback from the public, comment forms with the following questions were provided to both virtual and in-person engagement events:

1. What would make it easier for you to use more sustainable modes of travel? (Bus, train, bike, walking, etc.)
2. Do you have any comments or concerns regarding the alternatives being considered for Peña Boulevard?
3. In what locations have you observed traffic or safety problems and what are those problems?
4. Do you have any other questions or comments regarding the Peña Boulevard Transportation and Mobility Master Plan?

This appendix provides a summary of the feedback provided by the public during the engagement events in Summer 2023.

1. Sustainable Transportation Options and Barriers

When asked, ***"What would make it easier for you to use more sustainable modes of travel? (Bus, train, bike, walking, etc.?"*** the top feedback from the public was:

Desire for A Line and transit to be more reliable with faster/express service and higher frequency.

Denver International Airport (DEN) has shared this feedback with the Regional Transit District (RTD) and is coordinating with RTD to understand the current constraints and opportunities associated with providing more frequent and reliable A Line and bus service to the airport.

DEN is currently working with RTD to better synchronize transit schedules with employee shifts. Also, DEN is working to reduce costs to employees taking transit.

Desire for additional direct service to DEN and better connections between services.

DEN has shared this feedback with RTD. Improved transit service and increased transit usage to manage travel demand is a goal of the Peña Master Plan. The Peña Master Plan will include a Transportation Demand Management (TDM) plan, with specific strategies to increase public transit ridership and services to the airport.

Desire for A Line and transit to be more affordable.

DEN has shared this feedback with RTD. RTD launched a Systemwide Fare Study and Equity Analysis in response to feedback from customers that fares are expensive and difficult to understand. RTD re-examined the fare system holistically, with the objective of creating a fare structure that is more equitable, affordable and simple. The new fare structure reduces airport fares from \$10.50 to \$10.00 and reduces monthly passes to the airport from \$200 to \$88. DEN hopes that this will further encourage both passengers and employees to utilize RTD services to access the airport.

In addition, DEN has been working with RTD to develop a Concessionaire's master contract to ensure all employers at DEN have access to the cheapest-priced EcoPass. Under the current pricing without the mini contract, the pricing per person varies by size of employer; the costliest is for companies under 25 employees. DEN wants to encourage all employers at the airport to provide their employees with an EcoPass.

Desire for more convenient and larger park and ride facilities with connections to DEN.

DEN has shared this feedback with RTD and is coordinating with RTD to understand the current constraints and opportunities associated with the desire for more affordable or more convenient park & ride facilities and ample parking services to DEN.

Using transit is impractical and/or unreliable. Home location/family commitments/schedule not conducive to more sustainable modes of transportation to the airport.

DEN attracts passengers from all over Colorado as well as significant passenger numbers from the neighboring states and therefore recognizes that only a portion of its employees and passengers live within reasonable commuting distance of the RTD A Line or direct bus service to the airport. The TDM plan sets out to maximize traveler mode choices and reduce congestion on Peña Boulevard. Specifically, the TDM plan will provide implementable strategies and plans on how DEN can increase its share of public transit ridership (including RTD A Line and bus services), support employee vanpools/carpools, incentivize sustainable transportation and encourage High Occupancy Vehicles (HOVs).

Using sustainable transportation is not a viable option and/or supports expansion of roadway instead.

A guiding principle of DEN's Vision 100 is to become the greenest airport in the world, ensuring actions of sustainability and resiliency which include providing sustainable transportation options for passengers and employees. Improved transit service and increased transit usage to manage travel demand is a goal of the Peña Master Plan with a specific objective to develop programs and incentives to promote increased ridership on the RTD A Line for passengers and employees. DEN recognizes that not all of its employees and passengers live within reasonable commuting distance of the RTD A Line. Therefore, the TDM plan sets out to maximize traveler mode choices and reduce congestion on Peña Boulevard. Specifically, the TDM plan will provide implementable strategies and plans on how DEN can increase its share of public transit ridership

(including RTD A Line and bus services), support employee vanpools/carpools, incentivize sustainable transportation and encourage HOVs.

Desire for better bike facilities at DEN and better connections to transit/DEN

DEN recognizes that bicycle and pedestrian facilities and networks to DEN and throughout the Peña Boulevard corridor need to be addressed to ensure local and airport connections are accessible. DEN in partnership with the Denver Department of Transportation (DOTI) evaluated these issues through the Denver Moves Gateway Travel Area study which addresses the need for comprehensive transportation planning to accommodate growth and connectivity. The Peña Master Plan builds off the DOTI Far Northeast Area Plan and Next Steps Study to address connections and barriers to access transit (RTD A Line, buses, etc.) throughout the Peña Boulevard corridor and to DEN. The Peña Master Plan will identify adjacent multi-use trails, outside of the Peña Boulevard roadway, to increase active transportation uses and improve comfort and safety. The trails will increase regional connectivity for active transportation by connecting to DEN, the First Creek Trail and RTD A Line stations along Peña Boulevard.

2. Alternative Option Preferences

When asked ***“Do you have any comments or concerns regarding the alternatives being considered for Peña Boulevard?”*** public feedback included input on their preferred options including options to ‘do nothing’, managed lanes, separating traffic and TDM strategies.

DEN has not and will not identify a single preferred alternative in the Peña Master Plan, as this is a planning-level study. A preferred alternative will be determined as part of the future environmental review consistent with the National Environmental Policy Act (NEPA). Responses to each individual alternative:

Prefer for DEN to “do nothing” to Peña Boulevard, i.e., not expand the highway or add additional lanes.

Do-nothing, or No-build, is one of the options being considered as part of the Peña Master Plan. NEPA requires a No Build Alternative be considered to benchmark against which the other alternatives can be compared. Do-nothing would retain the existing cross-section for Peña Boulevard and could include upgrades to the pavement and existing infrastructure such as crash barriers, signage, and lighting.

Prefer to separate local and airport traffic or to separate local and airport traffic by a frontage road.

Separating local and airport traffic is one of the options being assessed as part of the Peña Master Plan, and could include frontage roads, adding separate lanes or parallel facility for non-airport trips. These options intend to reduce congestion and weaving associated with local traffic on the southern extents of Peña Boulevard.

Prefer managed lanes or managed bus only lanes.

Managed lanes are being considered as part of the Peña Master Plan. The managed lane concept has the option to be tolled or not tolled, and includes High Occupancy Vehicles (HOVs), buses and other lane use policies.

Prefer to add general purpose lanes.

General purpose travel lanes are not preferred as these do not meet the purpose and need of the Peña Master Plan and have been eliminated from consideration.

Prefer to not add tolling lanes to Peña Boulevard.

The managed lane concepts being explored as part of the Peña Master Plan have the option to be tolled or not tolled, and includes HOVs, buses and other lane use policies.

Prefer for DEN to enhance transit and TDM strategies.

Regardless of proposed improvements to Peña Boulevard, DEN will implement a TDM plan, with recommendations and specific policies to improve transportation infrastructure and increase mobility choices for DEN passengers and employees. DEN is researching multi-modal solutions that include increased transit use, new bike and pedestrian infrastructure, land use recommendations, and roadway improvements. This TDM plan will aim to decrease vehicle trips on Peña Boulevard and encourage more sustainable transportation options for passengers, visitors and employees at DEN.

The TDM plan will provide implementable strategies and plans on how DEN can increase its share of public transit ridership (including RTD A Line and bus services), support employee vanpools/carpools, incentivize sustainable transportation and encourage HOVs. Proposed solutions from the TDM plan could include employee incentive programs to promote transit ridership, innovative parking solutions to encourage carpools and vanpools and improved facilities to make sustainable transportation more enticing, such as bike lockers, assembly and repair stations, and bike tools.

3. Location Specific Concerns

When asked the question “**In what locations have you observed traffic or safety problems and what are those problems?**” respondents provided location specific concerns along all of Peña and top responses include:

I-70 location specific concerns surrounding the Peña Boulevard and I-70 interchange, including but not limited to

- *I-70: Concerns with I-70 Interchange*
- *I-70: Concerns with merging at I-225/Chambers Rd/Peña Boulevard Interchange*
- *I-70: Congestion EB from I-225 to Peña Boulevard*
- *Peña: Congestion NB from I-70 to Tower Rd*
- *Peña: Congestion NB from I-70 to E-470*
- *Peña: Congestion NB from I-70 to 56th Ave*

DEN is working with the Colorado Department of Transportation (CDOT) to better understand the connection between I-70, I-225 and Peña Boulevard. CDOT is part of the Stakeholder Working Group and will be consulted throughout the Peña Master Plan.

Congestion and merge concerns along Peña Boulevard at the following interchange locations

- *Peña: Congestion at Tower Rd and/or the merge/diverge*
- *Peña: Congestion at 56th Ave and/or the merge/diverge*
- *Peña: Congestion SB Tower Rd to I-70*

Concurrently with the Peña Master Plan development, DOTI will study current and future travel demand in the Denver Moves Gateway Area Travel Study area and on routes surrounding Peña Boulevard (e.g., Tower Road or 56th Avenue). This will help CCD to better understand how to prepare for growth in and around the Denver Moves Gateway Area Travel Study area while meeting other mobility, safety and sustainability goals.

Congestion issues between E-470 and Jackson Gap and/or the merge/diverges.

DEN is working with the E-470 Public Highway Authority to better understand the connection between E-470 and Peña Boulevard. E-470 is part of the Stakeholder Working Group and will be consulted throughout the Peña Master Plan.

4. Additional Sentiments

Some respondents shared additional sentiments in their responses. The top additional sentiments include residential and commercial growth concerns, environmental impact, and safety. The top feedback from the public was:

Concerned with residential and commercial growth and/or their dependence on Peña Boulevard.

The Peña Master Plan will seek to manage both the airport and local demands and ensure Peña Boulevard continues to facilitate the growth of DEN and the region in a sustainable way. Some of the alternatives being explored include options that separate airport and local traffic. Concurrently with the Peña Boulevard Transportation and Mobility Master Plan, Denver Department of Transportation and Infrastructure (DOTI) will study current and future travel demand in the Gateway area and on routes surrounding Peña Boulevard (e.g., Tower Road or 56th Avenue). The Denver Moves Gateway Area Travel Study will help the City and County of Denver (CCD) to better understand how to prepare for growth in and around the Gateway area while meeting other mobility, safety and sustainability goals.

Concerned with the environmental/pollution impacts of the project.

Potential environmental impacts, both positive and negative, will be assessed during the National Environmental Policy Act (NEPA) study phase of the Peña Master Plan. As the project moves into the planning, design, and future phases, all required NEPA analyses will be completed to assess impacts and reduce, minimize, and/or mitigate negative impacts. In addition, all local, state, and federal environmental rules will be followed.

Furthermore, the Institute for Sustainable Infrastructure Envision framework will be utilized. Envision® provides a consistent, consensus-based framework for assessing sustainability, resiliency, and equity in civil infrastructure.

Concerned with safety, congestion, and merging/diverging on and around Peña Boulevard.

Regardless of proposed improvements to Peña Boulevard safety improvements will be implemented including updating to current design standards, improved shoulder widths, acceleration/deceleration lengths, and merge/diverge locations improvements.

It is a goal of the Peña Master Plan to eliminate traffic-related fatalities and serious injuries on Peña Boulevard and enhance safety for all users along the corridor.



Concerned with pedestrian and bicycle safety.

Regardless of proposed improvements to Peña Boulevard, DEN will implement safety and mobility improvements, TDM and a ground access plan including new trail connections to transit stations and regional trails to support pedestrian and bicycle safety.

DEN recognizes that bicycle and pedestrian facilities remain unconnected, with barriers to access transit (RTD A Line, buses, etc.) and DEN. The Peña Master Plan will identify adjacent multi-use trails, outside of the Peña Boulevard roadway, to increase active transportation uses and improve comfort. The trails will increase regional connectivity for active transportation by connecting to DEN, the First Creek Trail and RTD A Line stations along Peña Boulevard.

Public and Stakeholder Engagement Round 3



1. Introduction

Denver International Airport (DEN) values input of the public and its stakeholders and provided opportunities for meaningful involvement and input throughout the Peña Boulevard Transportation and Mobility Master Plan (Peña Master Plan) community and stakeholder engagement was conducted at three key milestones throughout the development of the Peña Master Plan as shown on the timeline in Figure 25. Feedback received during outreach events and throughout the study influenced solutions considered for the Peña Master Plan.

Figure 25 - Study Timeline



The purpose of the third round of public outreach and engagement was to:

- Present key findings from the Peña Master Plan and Transportation Demand Management (TDM) Plan.
- Solicit public and stakeholder feedback.
- Outline next steps, including future preliminary design and environmental studies, as required under the National Environmental Policy Act (NEPA).

As part of this round of engagement, DEN held the following outreach events:

- In-Person Engagement:
 - February 22, 2024 City and County of Denver District 11 Town Hall hosted by Councilperson Stacie Gilmore.
- Virtual Open House:
 - A virtual open house was available on the Peña Master Plan website from February 22, 2024 – March 11, 2024.
- Stakeholder Working Group meeting:
 - Virtually March 20, 2024.

2. Public Outreach and Engagement

2.1. Public Outreach and Engagement Summary

In February 2024, DEN published final drafts of the Peña Master Plan and TDM Plan on the [FlyDenver.com/Peña_Plan](https://flydenver.com/Peña_Plan) website. Before finalizing these plans, DEN invited public and stakeholder review and feedback.

2.2. Advertisement and Media Coverage

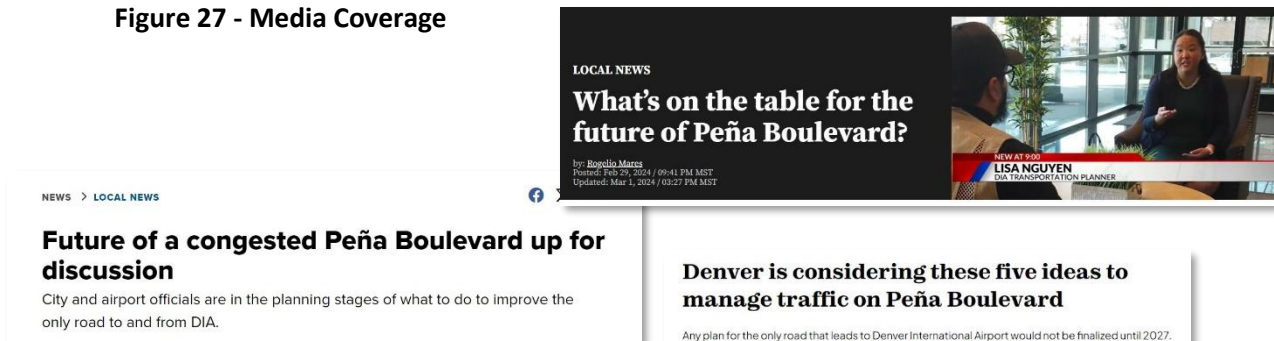
To advertise the community events and virtual open house a flyer was created for online and in-person distribution highlighting the purpose and dates of the virtual open house and included a QR code to the virtual open house web page. The flyer was distributed to community groups in English and Spanish and can be found in Figure 26.

Figure 26 - English and Spanish Flyers



Prior to the open houses, multiple media outlets were utilized to advertise the upcoming events including but not limited to; community emails, virtual flyers, community events, employee and city news resources, social media, and news interviews and articles. Study Project Manager, Lisa Nguyen was interviewed by multiple news outlets including Denverite, Fox 31 and Denver 7. In addition, the Study team collaborated with Councilperson Stacie Gilmores office to advertise the event for their constituents through their newsletters and Facebook and an email was shared with community groups. Media coverage is highlighted in Figure 27.

Figure 27 - Media Coverage



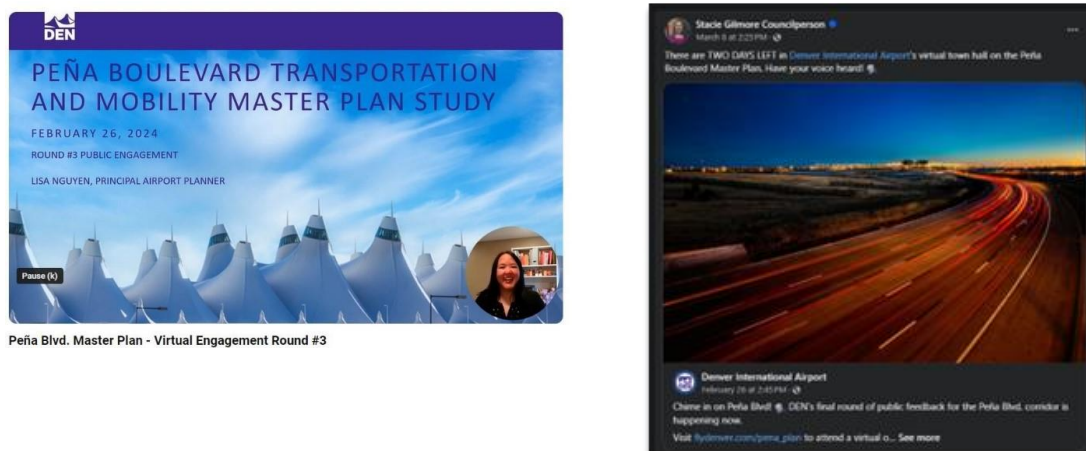
Advertisement Methods:

- Councilperson Stacie Gilmore
- Virtual Flyer Distribution
- Community Group Invite
- DEN Media Email
- DEN Non-Stop News
- DEN Employee News
- DEN Flight Lines
- DEN Social Media

2.3. Virtual Open House

The virtual open house was self-guided and was available from February 20, 2024 through March 19, 2024, on the [FlyDenver.com/Pena_Plan](https://flydenver.com/Pena_Plan) website. The virtual open house included a recorded presentation Figure 28 from DEN Project Manager Lisa Nguyen that provided an overview of the Peña Master Plan, the TDM Plan, and outlined next steps. The virtual open house included a Microsoft Form survey to capture feedback and comments from participants.

Figure 28 - Virtual Open House Publicity and Presentation



All the public outreach material remains accessible at FlyDenver.com/Pena_Plan under the Outreach and Engagement section.

2.4. Community Events

To promote the virtual open house and engage with the community in-person, members of the Technical Advisory Committee (TAC) attended the City and County of Denver District 11 Town Hall hosted by Councilperson Stacie Gilmore on February 22nd, 2024. DEN joined agencies from across the city at the event which provided an opportunity to connect with more than two hundred attendees, see Figure 29.

Figure 29 - District 11 Town Hall Event



2.5. Public Feedback

Feedback from engagement events were collected through a variety of tools including paper and virtual comment forms and documenting oral comments. The comment form asked some basic information to identify the travel patterns and home zip codes of the respondents in addition to an open-ended question to capture any feedback on the Peña Master Plan or TDM Plan, “Do you have any comments or feedback on the Peña Master Plan or TDM Plan?”

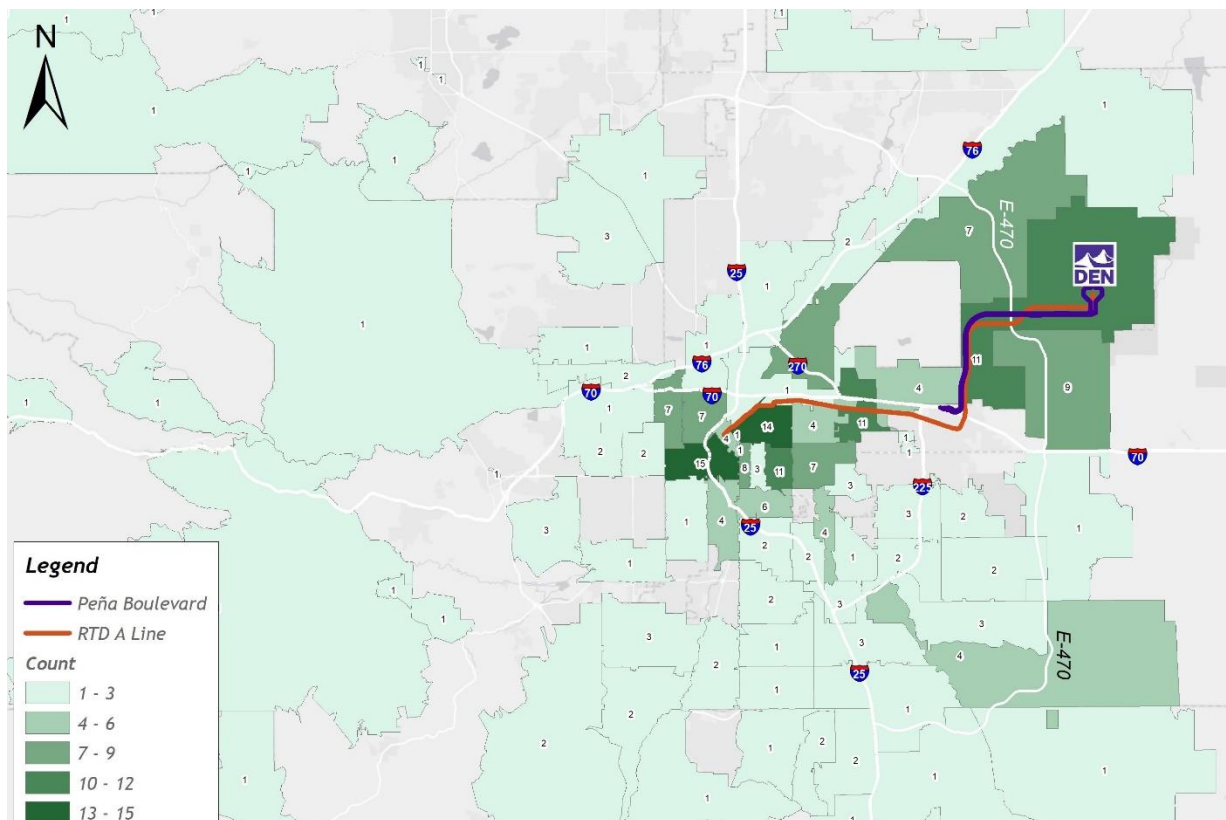
In total, 313 unique responses were received during the virtual and in-person open houses made up of 2 in-person comment form responses, 294 virtual comment form responses, in addition to 7 emails from community members. Table 9 provides a breakdown of the sentiments captured from the public and Figure 30 provides a map overview of where comments were received based on zip code.

Table 9 - Round #3 Feedback Summary

Comment	Responses	%
Upgrade Peña Boulevard	77	26%
Blank	67	23%
Improve A-Line/Transit	56	19%
Separate airport & local traffic	36	12%
Miscellaneous	13	4%
Add a Bus Only Lane	12	4%

Comment	Responses	%
Make improvements to or add other roadways to DEN	11	4%
In favor of No-Build	10	3%
Concerns with I-70/Peña Interchange	5	2%
Improve Bike Facilities	3	1%
Opposed to tolls	2	1%
Desire for ramp metering onto Peña Boulevard	3	1%
Total	295	100%

Figure 30 - Zip Codes of Responders (Round #3)



3. Stakeholder Working Group

3.1. Stakeholder Working Group Overview

At the beginning of the Study, the TAC worked with DEN Planning, Government Affairs, and the Steering Committee to identify a Stakeholder Working Group (SWG) which is made up of surrounding transportation, local agencies, and advocacy groups, see Figure 31.

Figure 31 - Invited Agencies and Organizations



SWG Meeting #3 Overview

DEN hosted the third and final SWG meeting on March 20, 2024. The hour-long meeting was held virtually via Microsoft Teams to provide Stakeholders with an overview of the Peña Master Plan and TDM Plan, summarize the feedback received during the first and second round of public engagement, and answer any questions they had regarding the Study and plans.

An email invitation for the SWG meeting was sent March 6, 2024, to over 60 invitees. A total of 18 individuals from 11 organizations participated in the meeting and are listed below.

Attending Organizations:

Adams County	Freight Advisory Council
City and County of Denver	Greater Denver Transit
City of Aurora	RTD
DRCOG	
Colorado Hotel and Lodging Association	
CDOT - CTIO	
Denver Street Partnership	
E-470	



3.2. Feedback and Next Steps

The community and stakeholder engagement was viewed as a high success by the Study team in thanks to feedback received in-person and online. After this the third round of engagement, DEN will finalize the Peña Master Plan and TDM Plan, marking the end of the Peña Boulevard Transportation and Mobility Study. The Peña Master Plan provides DEN with the background information needed to initiate preliminary design and environmental review for Peña Boulevard as part of a NEPA Review and Decision Document. The TDM Plan outlines 19 strategies to complement potential improvements to the Peña Boulevard corridor by improving access to DEN through more sustainable modes of transportation and reducing drive-alone trips along Peña Boulevard.

At the time of writing, DEN is finalizing an Intergovernmental Agreement (IGA) with CDOT for Transportation Improvement Program (TIP) funding and procuring a consultant to lead the preliminary design and environmental review process for Peña Boulevard which is anticipated to occur from late 2024 through 2027. A portion of the TIP funding is earmarked for TDM strategy implementation. DEN is currently identifying additional funding for the TDM program and hopes to implement these strategies over the next ten years.

Stakeholder Briefings



4. Introduction

Throughout the development of the Peña Master Plan, DEN held briefings with stakeholders or interest groups, typically at their request, see Table 10. The feedback received during these briefing meetings influenced the solutions considered in the Peña Master Plan.

Table 10 - Stakeholder Briefings

Date	Stakeholder
September 1, 2022	Federal Aviation Administration
October 18, 2022	Freight Advisory Council
January 25, 2023	Denver City Council, Business, Arts, Workforce & Aviation Services Committee (BIZ Committee)
February 6, 2023	DEN Community Advisory Committee Meeting
January 31, 2023 August 1, 2023	Councilwoman Gilmore and Staff
August 10, 2023	Councilman Hinds (Chair of BIZ Committee)
November 3, 2023	Mayor Johnston's Staff
November 14, 2023	DOTI Advisory Board
November 8, 2023	Councilman Hinds (Chair of BIZ Committee)
December 8, 2023	CASR Sustainable Advisory Council Committee
February 14, 2024	Councilwoman Sarah Paraday (At-Large Council Member)