



PEÑA NEPA & DESIGN

WELCOME

Public Open House

THE OPEN HOUSE IS YOUR OPPORTUNITY TO:

- ✓ Learn about the project
- ✓ Understand the next steps
- ✓ Share your comments and talk with project staff

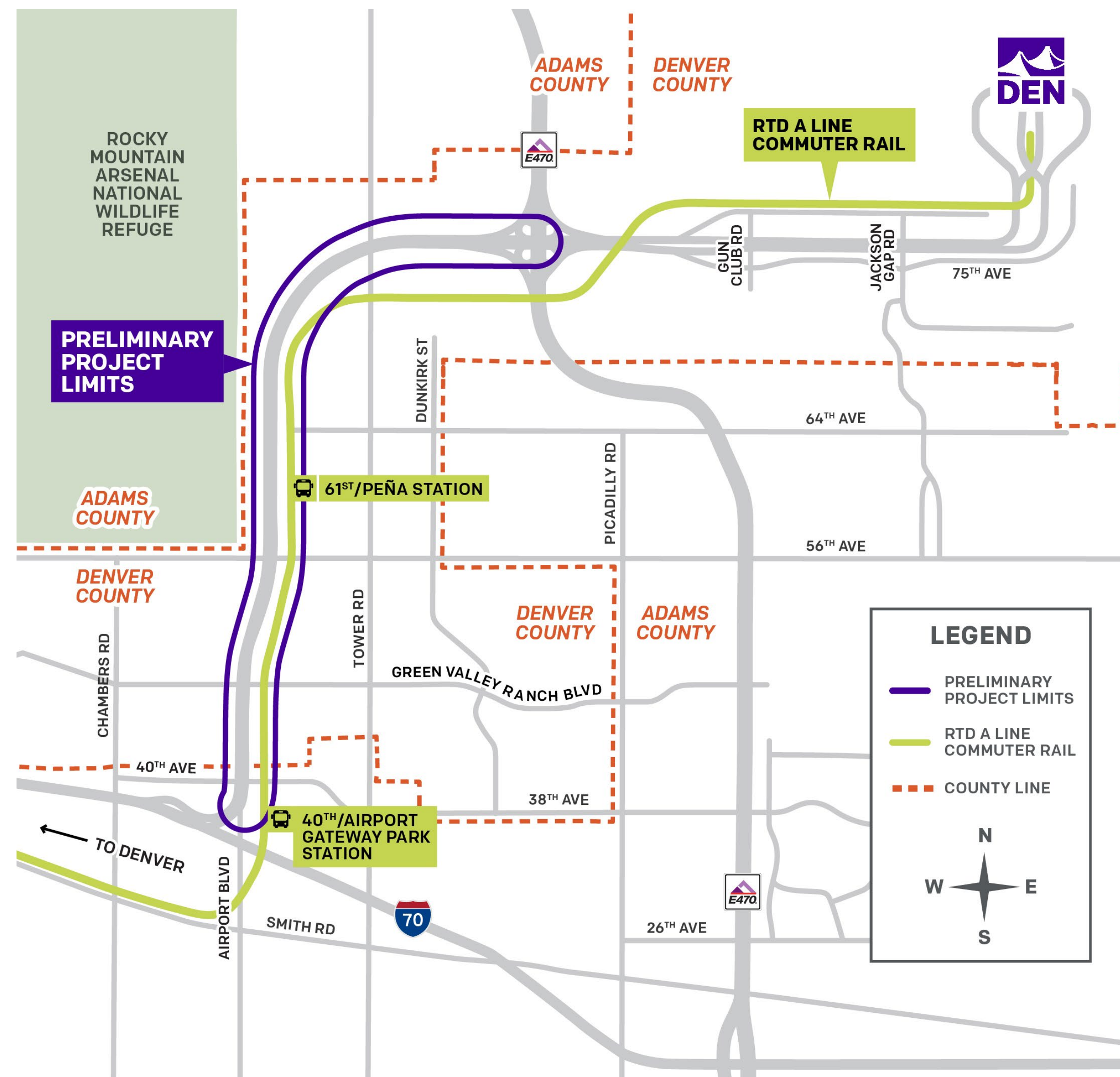
Project Overview

Denver International Airport (DEN) is conducting environmental review and design under the National Environmental Policy Act (NEPA) for improvements to the Peña corridor.

LEAD AGENCIES



Project location



Map showing the Peña NEPA & Design preliminary project limits extending from near the Peña Boulevard and I-70 interchange to the Peña Boulevard and E-470 interchange.

The Peña corridor

WHAT'S IN A NAME?

Peña Boulevard is named for former Denver Mayor Federico Peña, who championed the vision and creation of Denver International Airport.

BUILT FOR A NEW ERA

Peña Boulevard, the new access road to Denver International Airport, was completed in 1993.

A CORRIDOR THAT KEEPS COLORADO MOVING

Approximately 3 times more people travel Peña Boulevard annually than pass through the Eisenhower–Johnson Memorial Tunnel.

AN ALTERNATIVE WAY TO TRAVEL

Since 2016, RTD's A Line has provided a direct rail connection between Denver Union Station and Denver International Airport. The corridor is also served by numerous regional and local bus routes, on-demand and fixed route shuttles, hotel shuttles, parking shuttles, Bustang, and private services.

A CITY OF OPPORTUNITY

More people work at Denver International Airport than in the entire Denver Tech Center.

A ROAD OF NATIONAL IMPORTANCE

The section between I-70 and E-470 is part of the National Highway System—roads essential to the nation's economy, defense, and mobility.



Planning Background

“ Part of DEN’s Vision 100—our plan to serve 100 million annual passengers—focuses on maintaining our infrastructure. Peña Boulevard is the main way people get to and from DEN, and it is long overdue for upgrades. Ensuring a safe and efficient travel experience is necessary for us to serve those 100 million annual passengers we expect in the next several years. ”

– Phil Washington, DEN Chief Executive Officer

STRATEGIC PLANS



DEN: Vision 100

Vision 100 is phase one of the two phases of DEN’s strategic plan and is focused on preparing the airport to serve 100 million annual passengers in the next several years.

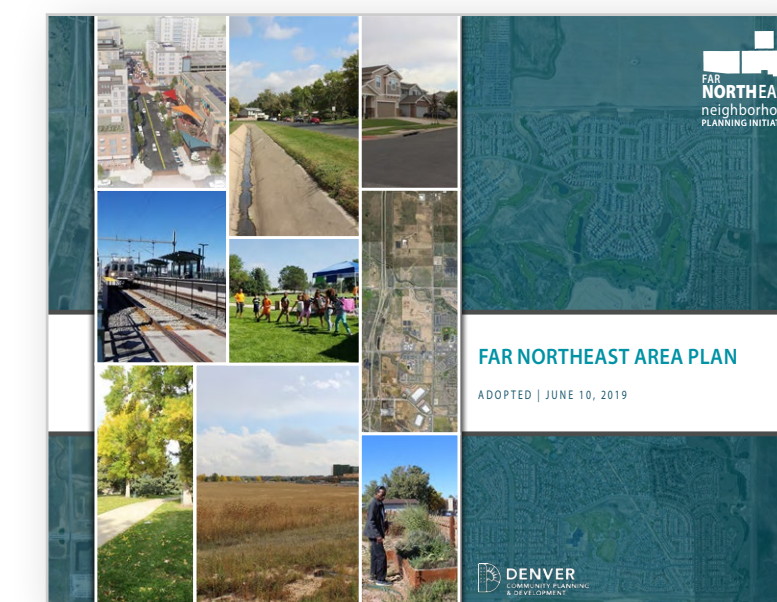


DEN: Operation 2045

Operation 2045 is phase two and is focused on preparing the airport for its 50th anniversary in 2045 and for an expected 120 million-plus annual passengers. Both phases combined serve as a blueprint to align decision-making and accountability.

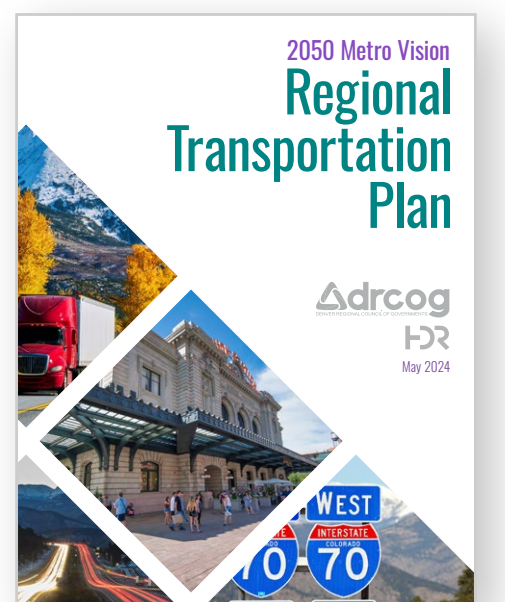
SUPPORTING REGIONAL PLANS

City and County of Denver: Far Northeast Area Plan



Guide for how Montbello, Gateway-Green Valley Ranch, and parts of the Denver International Airport statistical neighborhoods should grow and evolve in the future, including a vision for mobility networks in far northeast neighborhoods.

DRCOG: 2050 Metro Vision Regional Transportation Plan



Sets the long-range vision and investment framework for the region’s multimodal transportation system. It includes widening Peña Boulevard between I-70 and E-470 as a funded regional priority.

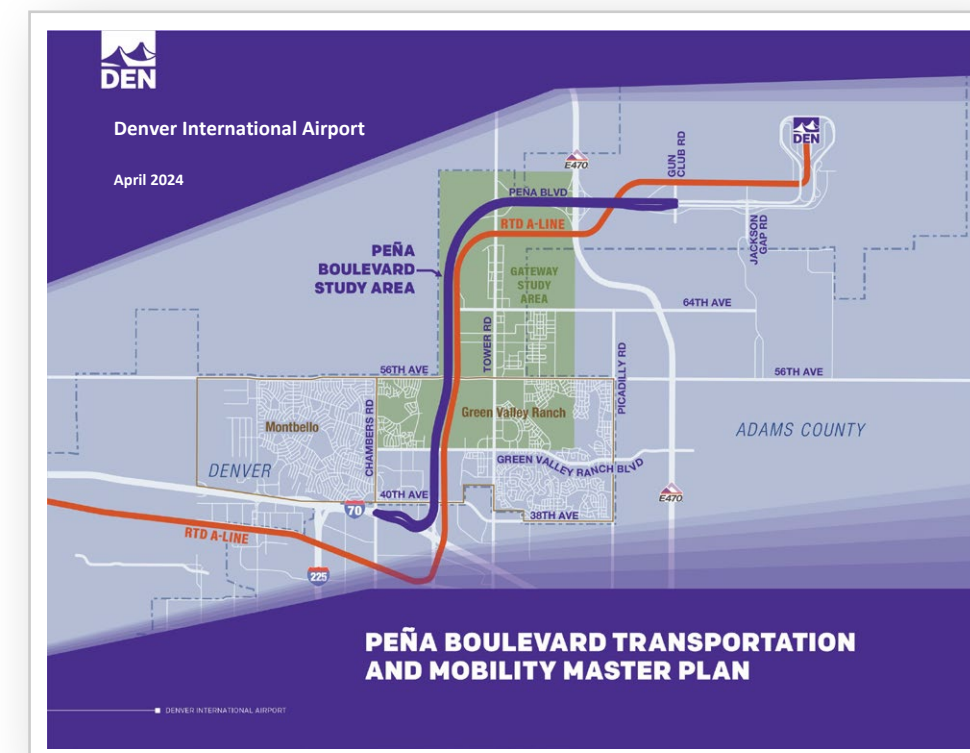


Setting the Stage for NEPA

National Environmental Policy Act

The DEN *Peña Boulevard Transportation and Mobility Master Plan* and *Transportation Demand Management Plan* established a strong foundation for the NEPA process by collecting extensive data on existing conditions, completing detailed traffic modeling, and gathering broad stakeholder input through outreach, employee and traveler surveys.

FOUNDATIONAL DEN PLANS



Peña Boulevard Transportation and Mobility Master Plan

The Peña Master Plan evaluated a wide range of improvement concepts—from minimal or operational changes (such as safety and transportation demand management strategies) to options with new lanes, frontage roads, or collector-distributor roads for local access.



DEN Transportation Demand Management Plan

The *DEN Transportation Demand Management Plan* identified 20 priority strategies to reduce demand on Peña Boulevard and other roadways, reduce the environmental impacts associated with vehicle trips, and improve access to the airport for employees and passengers.



Thinking Beyond Driving Solo

Go To DEN encourages travelers and employees to choose alternatives to driving alone—like rail, bus, carpools, vanpools, bikes, and scooters—making airport trips easier, more affordable, and better for the environment. This program allows DEN to pilot early action Transportation Demand Management strategies.



Learn more about the program's additional strategies online at flydenver.com/go-to-den

A FEW STRATEGIES IMPLEMENTED SO FAR

Improved bike and scooter storage

Earlier this year, DEN improved bike storage near the transit center by upgrading existing options. In response to the growing need for diverse micromobility solutions, scooter storage racks were installed in early 2025. DEN remains committed to enhancing sustainable transportation options and is continuing to look for ways to make further improvements—including exploring the potential installation of smart bike racks in the future.



Transit screens

DEN is piloting a real-time transit screen in the Great Hall, to allow users to better plan their travel from DEN. This screen will include next arrival information for transit services, real-time traffic conditions, and other ground transportation information.



National Environmental Policy Act

What is NEPA?

Federal law requires agencies to evaluate the environmental effects of their actions and invite public input before making major decisions.



NEPA is required because the project involves federal funding and strong public interest—to provide transparency and maintain eligibility for future federal support.



The planning and preliminary design process is expected to take about two years, and construction could begin as soon as 2028.

NEPA: KEY STEPS FOR THE PROJECT

On-Going Public Engagement Throughout the Peña NEPA & Design Project



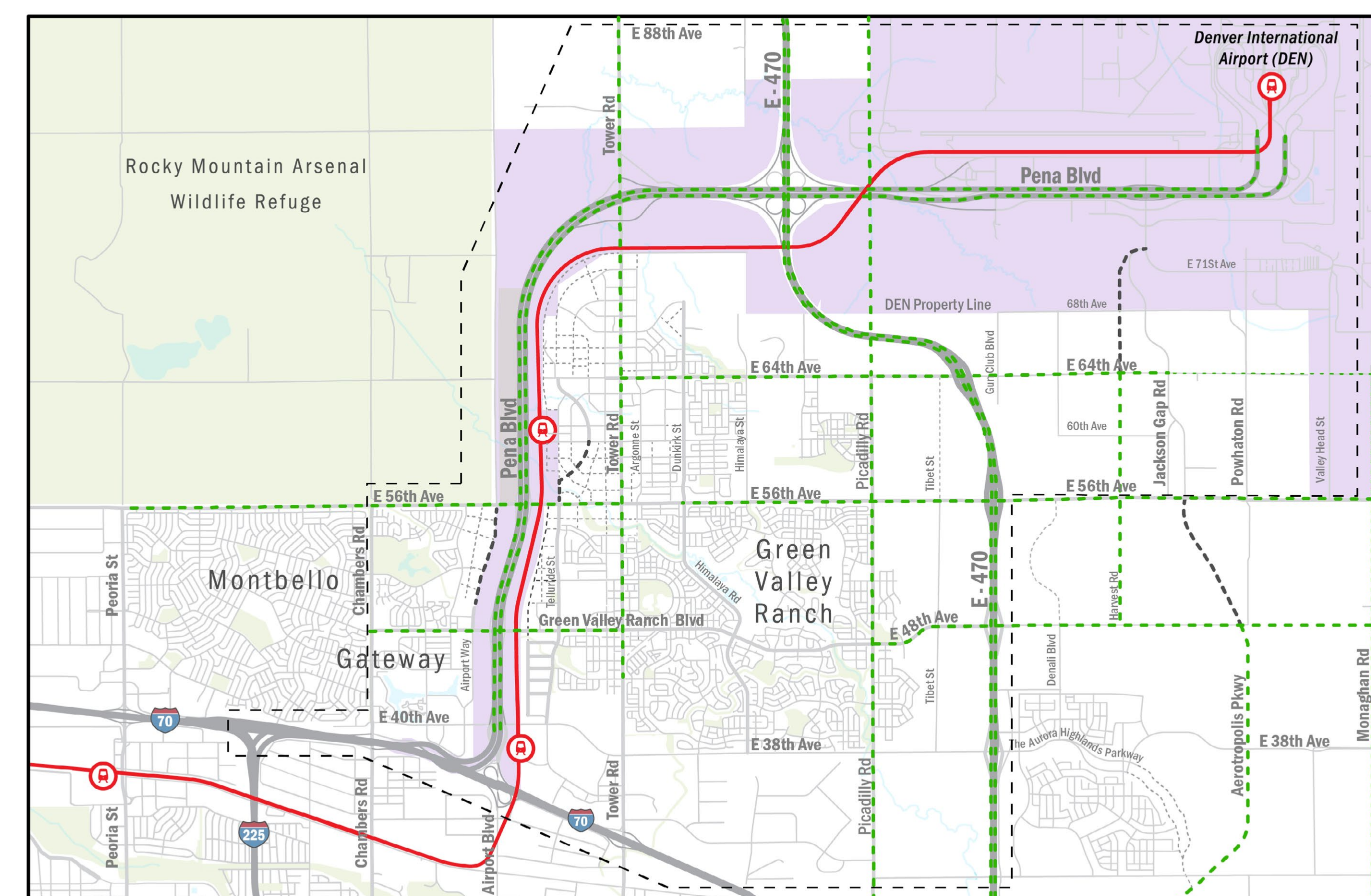
Current State of the Peña Corridor

Built more than 30 years ago, much of Peña Boulevard no longer meets current design standards. Outdated geometric design—including substandard shoulders, acceleration, deceleration, and taper lengths—contribute to safety issues and unreliable operations.

ROADWAY NETWORK Existing and Planned

Legend

- Study Area
- Rail Lines
- DEN Property
- Local Jurisdiction Plans
 - Planned New Local Road/Collector
 - Planned New Major Arterial/Freeway
- Fiscally Constrained Regional Projects (DRCOG 2050 Metro Vision)
 - Planned Widening or New Road (Collector/Minor Arterial)
 - Planned Widening or New Road (Major Arterial/Freeway)

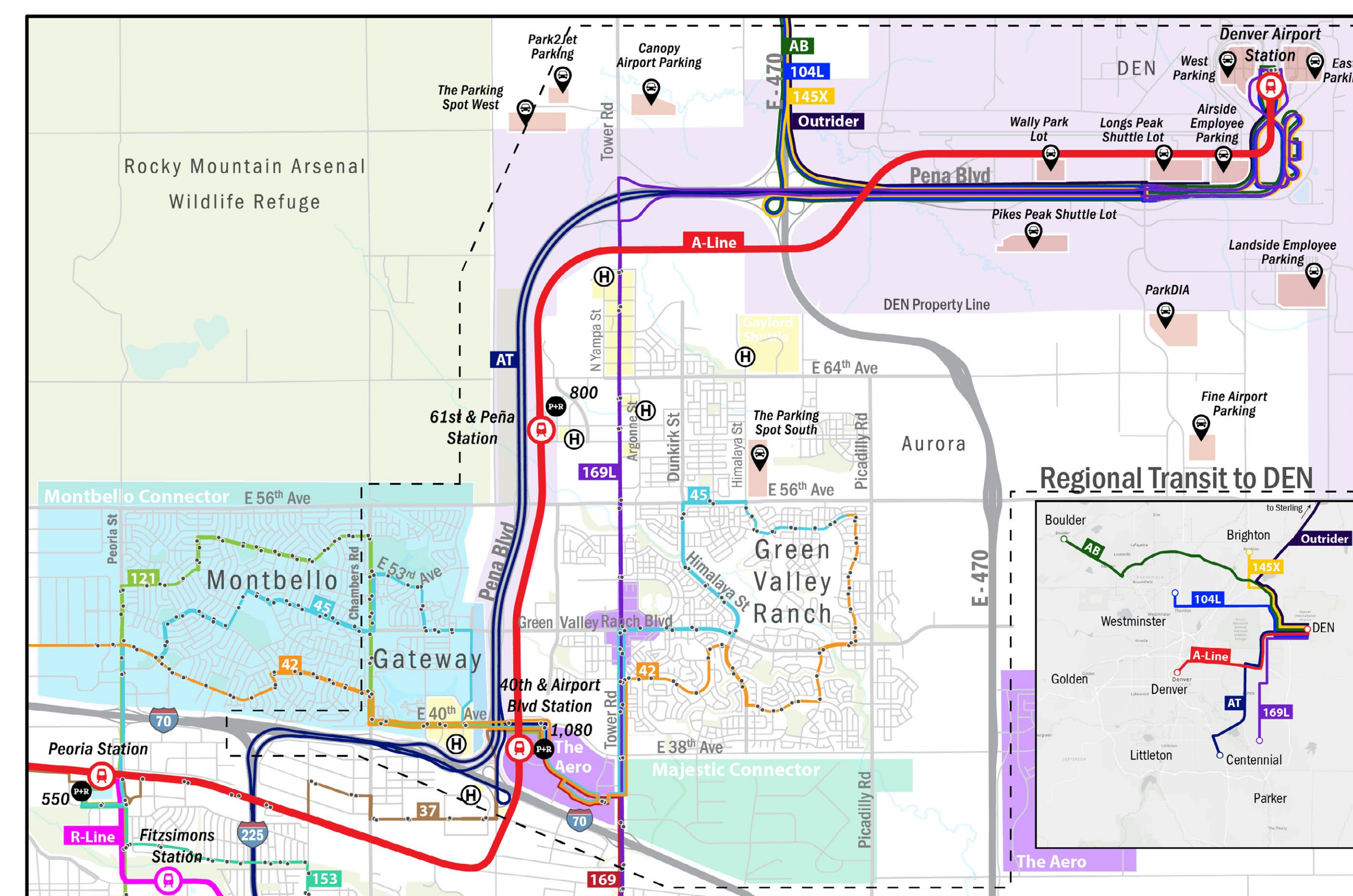


Source: 2050 Metro Vision Regional Transportation Plan (DRCOG), HEAS Release (2018), Denver Moves and The Far Northwest Area Plan (2024).

TRANSIT NETWORK Existing

Legend

- Study Area
- DEN Property
- Rail Stations
- Bus Stops
- Parking Spaces
- Park-N-Ride
- Airport Parking/Shuttle
- Hotel/Shuttle
- Highways
- Roads
- Transit Route/Line

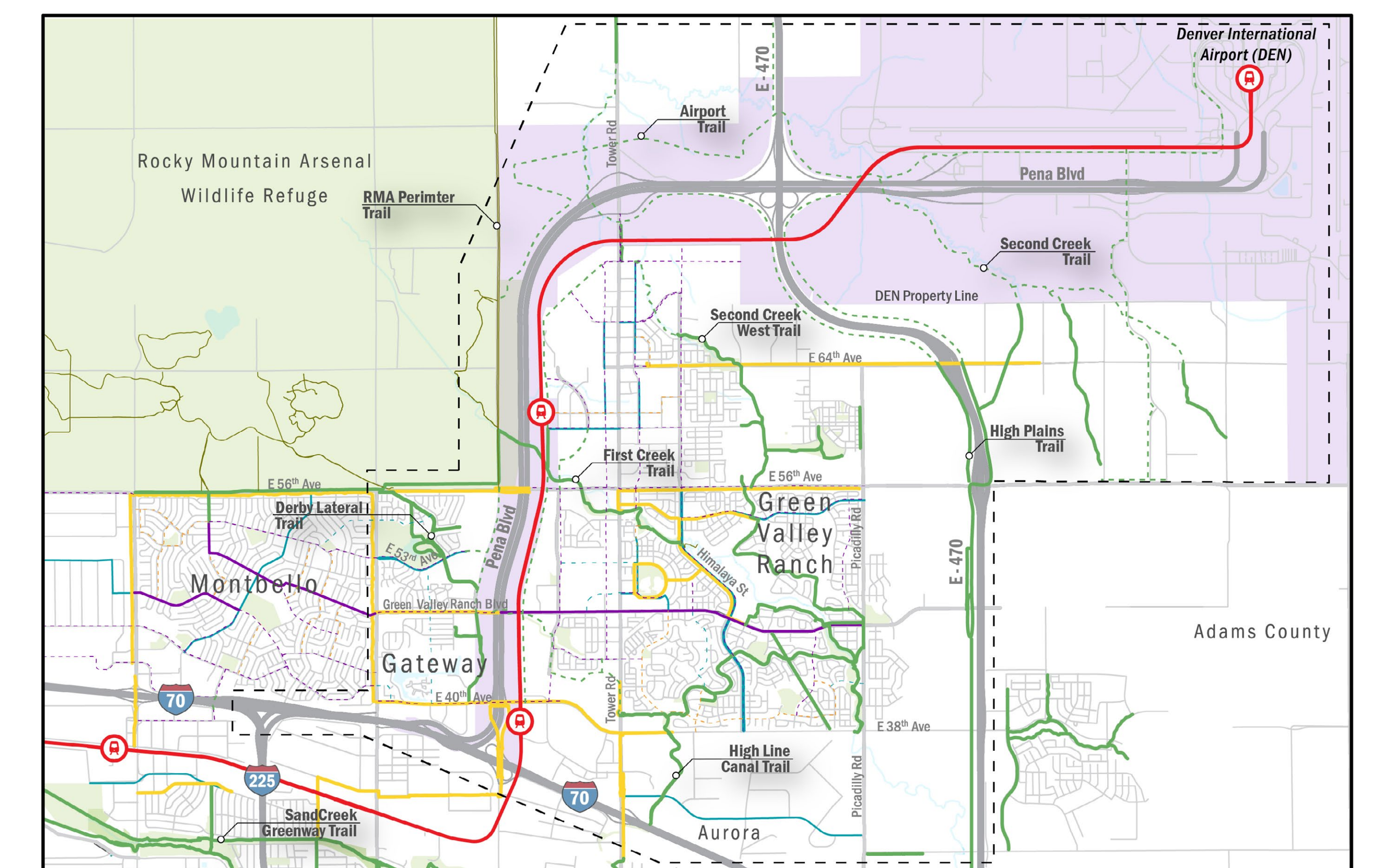


Source: Regional Transportation District (RTD) Jan-May 2025 Runboard, 2025 City and County of Denver Department of Aviation, Denver International Airport (DEN), and Northeast Transportation Corridors (NETC), September 2025.

PEDESTRIAN AND BICYCLE NETWORK Existing and Planned

Legend

- Study Area
- DEN Property
- Existing Facilities
 - Shared Roadway
 - Bike Lane / Buffered
 - Protected Bike Lane
 - Neighborhood Bikeway
- Planned Facilities
 - Shared Use Path
 - Paved Trail
 - Unpaved Trail
 - Shared Roadway
 - Bike Lane
 - Protected Bike Lane
 - Neighborhood Bikeway
 - Shared Use Path
 - Paved Trail
 - Unpaved Trail



Source: Denver Moves: Bike, Aurora 2018 HEAS, Commerce City TMP, DEN Existing and Proposed Network

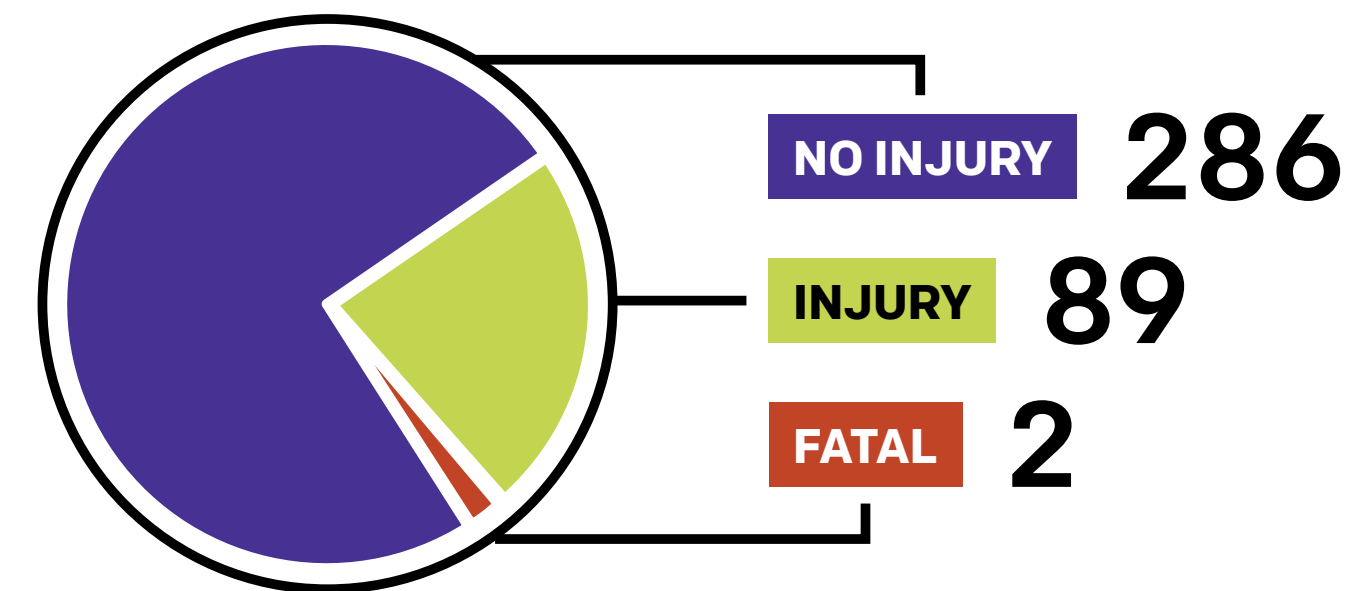


Peña by the Numbers

Focusing safety upgrades where they're needed most


The highest total crash rates on Peña Boulevard occur between 56th Avenue and 40th Avenue, a stretch which carries the heaviest traffic volumes on the Peña Boulevard study segment. A large number of crashes are rear end collisions, which are often caused by congested conditions.

Crashes on Peña Boulevard between I-70 and E-470 from 2019 to 2024



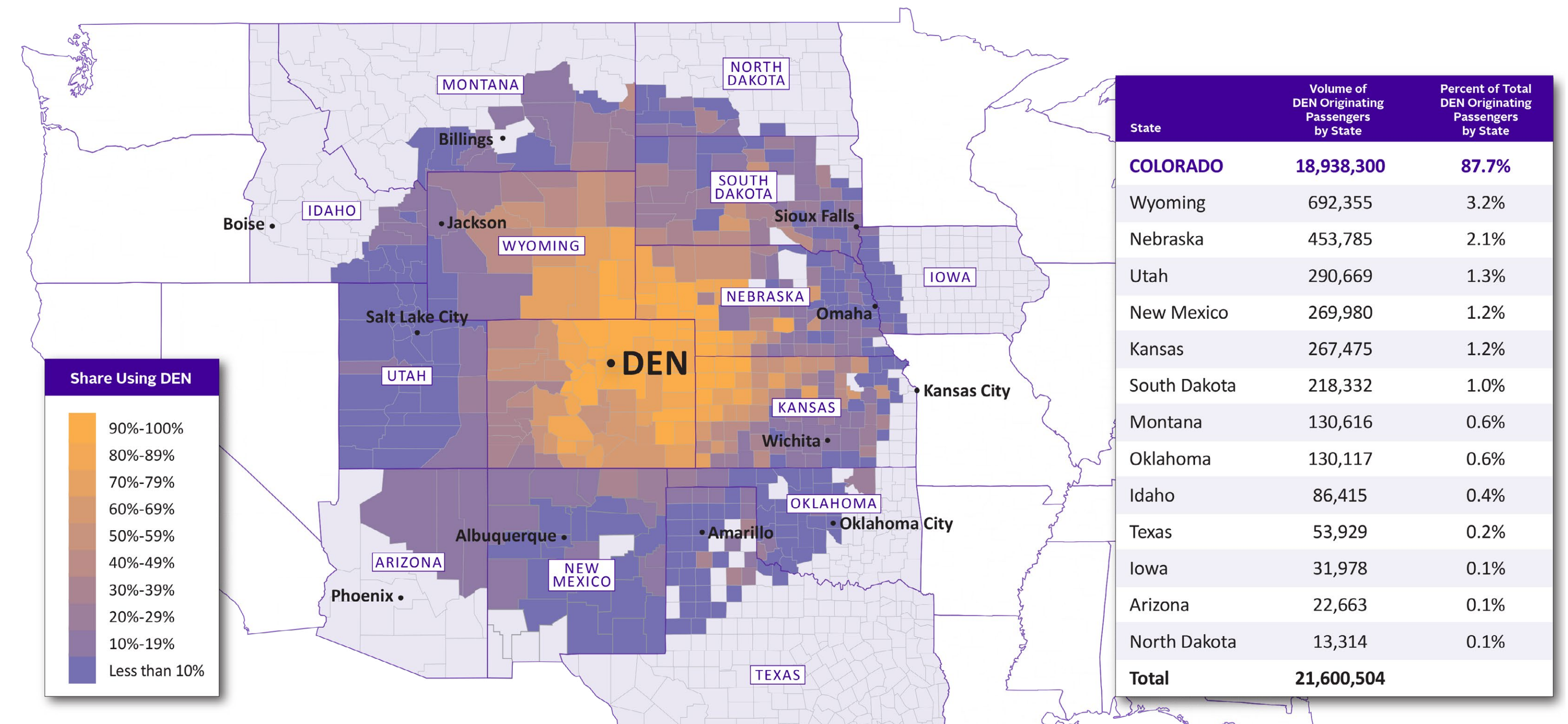
Peña Boulevard Traffic Has Surged Beyond Expected Capacity

Volumes on Peña Boulevard have increased substantially over time with peak days exceeding 139,000 daily vehicles—far beyond the service level volume expectations for a four lane highway.

- 
DEN opened in 1995 and Peña Boulevard was originally designed to serve 50 million annual passengers
- 
Passenger volumes have grown 165% since opening, with DEN serving more than 82.3 million travelers in 2024
- 
DEN-generated economic impact was \$47.2 billion in 2024

DEN's central location powers regional travel

Located near the geographic center of the United States, DEN is the only major hub airport within a 500-mile radius and offers nonstop flights to more than 200 destinations. DEN attracts passengers from all over Colorado, as well as significant passenger numbers from the Mountain States and Midwest.



Note: Originating passengers include both domestic and international limited to 500-mile radius using 12 months of data ending June 2025. Analysis by Crawford, Murphy & Tilly and DEN. Source: U.S. Department of Transportation, FM Traffic via Cirium, Airlines Reporting Corporation.



Preliminary Purpose and Need

PURPOSE

Improve the Peña corridor to provide safe, reliable, and efficient access for passengers, employees, and cargo traveling to and from DEN, ensuring the airport continues to function as a critical asset to Colorado and the region, while also supporting the mobility needs of surrounding communities.

NEEDS



Reduce crash frequency and severity

Improve safety through updated design standards and operational enhancements.



Provide reliable airport access

Maintain smooth, predictable travel to and from DEN for passengers, employees, and cargo.



Respond to growth in travel demand around DEN

Address increasing regional travel and development pressures that affect airport access and surrounding communities.



Enhance travel options

Support more ways for travelers, employees, and neighbors to get to the airport—whether by car, transit, bike, or other connections.



Support economic vitality

Enhance DEN's economic impact as a major driver of jobs, business activity, and investment in Colorado.



Advancing DEN's Vision

DEN identified supplemental goals for the Peña corridor that emphasize people, connectivity, reliability, and long-term growth.

- ✓ These goals look beyond core transportation needs and NEPA requirements to guide how alternatives are shaped and evaluated.
- ✓ They help create solutions that advance DEN's vision, enhance the experience for travelers and employees, and strengthen the corridor's role as a vital connector of people, places, and global opportunities.

PEÑA CORRIDOR SUPPLEMENTAL GOALS



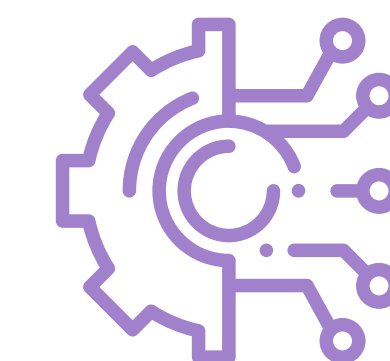
Safety and environmental stewardship in design

Incorporate safe, resilient, and environmentally responsible design that aligns with DEN and community values.



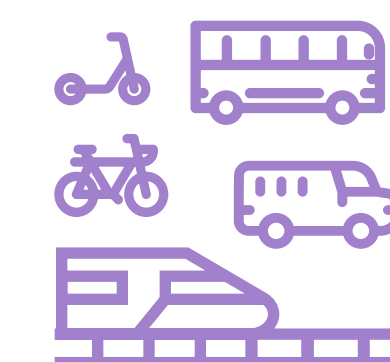
Positive customer experience

Enhance comfort, clarity, and the sense of welcome for all airport guests and employees traveling to and from the airport.



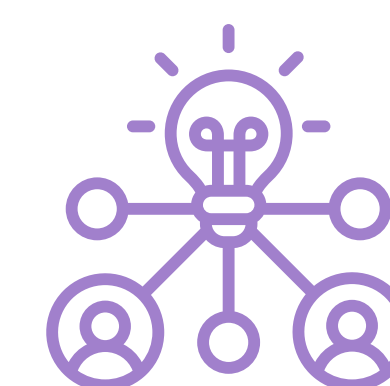
Efficient and flexible implementation

Plan for cost-effective delivery and adaptability to changing travel patterns, technologies, and operational needs.



Multimodal connectivity

Integrate transit, shuttles, shared mobility, and active transportation into a seamless system for traveling to and from the airport.



Shared opportunity

Expand opportunities for nearby neighborhoods and employers by strengthening connections to DEN's economic and employment opportunities, alongside improved access to services and mobility options.



Peña: Building a Balanced Solution

HOW WE EVALUATE ALTERNATIVES

The project team plans a building-block process that builds a solution from a wide range of ideas, refined through technical analysis, design, and input from communities across the region and beyond. This collaborative approach helps identify a Preferred Alternative that balances performance, cost, environmental factors, and community priorities.

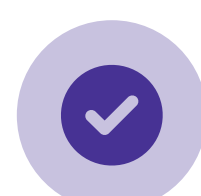
How your input helps



Shapes how ideas are defined, compared, and refined.



Highlights what matters most—safety, access, mobility, environment, and community values.



Guides decisions toward a solution that meets transportation, community, economic, and environmental needs for the Peña corridor.



NEPA alternatives evaluation process

INITIAL EVALUATION

Gather and test ideas

We start with ideas from past plans, engineers, and the community, exploring a wide range of possibilities.

FURTHER REFINEMENT

Compare and refine options

Promising ideas are combined, tested, and refined to find what meets safety, mobility, cost, and community needs.

IDENTIFY A PLAN

Preferred Alternative

Ideas come together into one balanced alternative that reflects community priorities and shared goals.

NEPA APPROVAL

Environmental review

Impacts are studied and documented through the formal NEPA process, leading to design refinements and commitments to address potential environmental and community effects.



Environmental and Community Resources

Improvements will be designed to support long-term economic, social, and environmental benefits.

- State requirements will also be considered separate from the federal NEPA requirements.
- DEN is committed to balancing growth with environmental responsibility.

Resources that will be studied through the NEPA process include:



Land Use



Farmlands



Air Quality



Visual Effects



Water Resources and Water Quality



Biological Resources



Trails and Recreational Areas



Noise and Compatible Land Use



Historical, Architectural, Archaeological, and Cultural Resources



Natural Resources and Energy Supply



Hazardous Materials and Solid Waste



Socioeconomics and Community Impacts



Your Top Concerns

Through past Peña Master Plan outreach and the recent NEPA & Design scoping survey, community members and travelers have already shared thousands of comments. Your input is helping identify what matters most.



Access and Congestion



Safety



Travel Choices



Growth and Community Access



Employment and Economic Impact



The I-70 interchange merge is dangerous and congested.



Need clearer signage, better lane markings, and improved exits and on-ramps.



Traffic is heavy almost all-day, we need more lanes!



Infrastructure needs to support residents, employees, and travelers alike.



Need more frequent train service, more regional bus service, and more parking near stations.



Employees can't get to work efficiently or cost-effectively.



The transportation network is fragmented.



Need better and clearer access for Green Valley Ranch and nearby communities.



DEN plays a big role in keeping our local economy thriving.



Potholes, roadway cracks, and debris make driving unsafe.



Development surrounding Peña is increasing traffic demand.



Narrow shoulders leave little room for emergency response.



The A Line isn't convenient or affordable for everyone.



Need express or 'airport-only' lanes, a secondary road, or another airport entrance.



People biking and drivers parking along Peña is dangerous.



What We've Heard So Far

Your Ideas for Solutions

Everyone who travels, works, or lives near Peña has a voice in shaping its future, helping improve access, expand travel options, and keep traffic moving.



Your input so far:

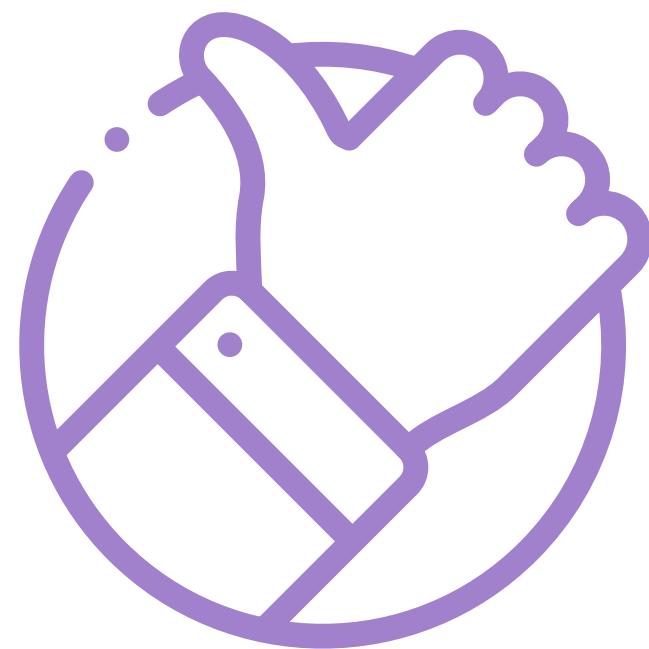
- ✓ Add bus-only lanes
- ✓ Add general-purpose lanes
- ✓ Add tolled Express Lanes
- ✓ Build airport-only road
- ✓ Build an alternate route/secondary road or new airport entrance
- ✓ Build new off-airport roads and parking
- ✓ Build transit-supportive infrastructure like parking, sidewalks, and shuttle services
- ✓ Convert general-purpose lanes to managed lanes
- ✓ Enhance existing transit options (add frequency, capacity)
- ✓ Expand transit service (new direct bus routes)
- ✓ Improve accesses to/from Peña from I-70, I-225, E-470, Tower Road, 56th Ave
- ✓ Separate local and airport traffic



Help Shape the Future of the Peña Corridor

Your ideas will help create safer, more connected, and more efficient access for everyone who travels to, from, and around DEN.

HOW YOUR FEEDBACK MAKES A DIFFERENCE



Priorities

Tell us what matters most to you, from safety and access to environmental quality.

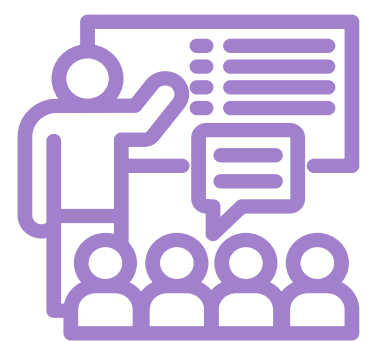
Concepts

Your feedback helps refine and combine concepts into stronger solutions.

Decision-making

Input from the community helps identify a Preferred Alternative that meets the transportation, community, economic, and environmental needs of the Peña corridor—supporting DEN’s role as a global gateway, regional economic engine, and vital connector for local mobility and opportunity.

CONTINUE THE CONVERSATION



Attend future meetings

Join upcoming workshops, briefings, and public meetings.



Stay engaged

Sign up for updates, visit the website, or follow DEN on social media for news and opportunities to participate.



Spread the word

Encourage others to get involved and share their perspectives.



Fill out comment form

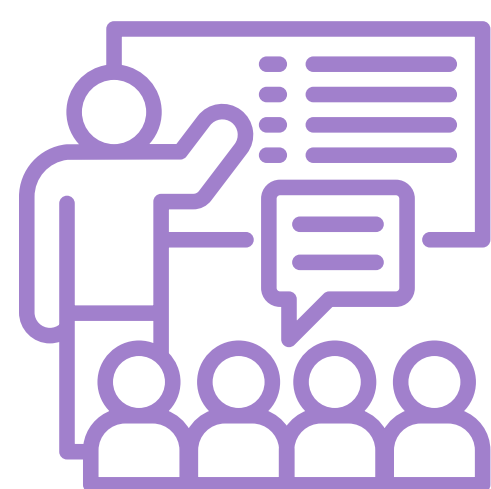
Share your ideas and priorities. Scan the QR Code to access the online comment form at flydenver.com/peña-nepa-design



Stay Engaged

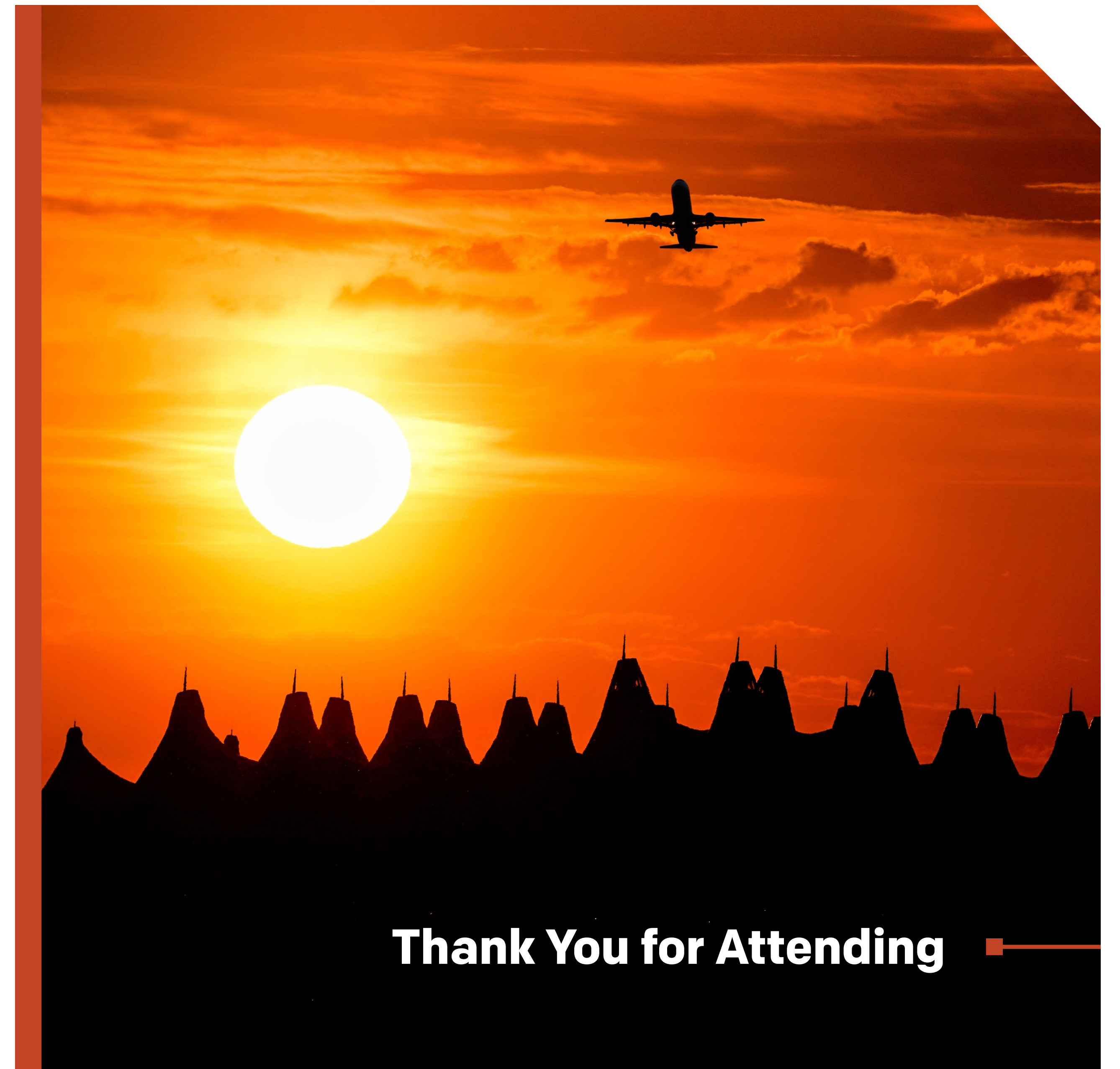
Ongoing Public Engagement

This is just the beginning of the conversation. Stakeholder working group, small group meetings and presentations, online surveys, website updates, community events, and other in-person and online outreach will continue throughout 2026 and beyond.



PREFERRED ALTERNATIVE IN 2026

By late 2026 we anticipate having results of the detailed alternatives review and a recommended Preferred Alternative.



Thank You for Attending



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