Peña NEPA & Design July 2026 Engagement Summary

Denver International Airport (DEN) is evaluating potential improvements to the Peña corridor in compliance with the National Environmental Policy Act (NEPA). Building on public engagement and feedback gathered since the January 2026 scoping open house, Open House #2 brought together the concepts developed and evaluated to address the corridor's transportation needs. DEN shared potential roadway, transit, bicycle, pedestrian, and operational improvements to support safer, more reliable access for passengers, employees, and freight traveling to DEN and the surrounding communities. DEN asked participants what matters most as potential solutions, called alternatives in the NEPA process, are refined.

WHAT WE HEARD

Open House #2 reinforced many of the needs identified during scoping. Across major user groups, participants generally agreed on the outcomes they wanted—more reliable travel, improved safety, better access, and useful transportation options.

Congestion and reliability: Participants emphasized the importance of improving travel times and reliability along the Peña corridor. Congestion and slow travel times were the most frequently selected corridor challenge (76%), followed by unreliable travel times (49%). Faster, more reliable travel was also the leading priority for roadway improvements (67%).

Safety and environmental considerations: Traffic and road safety were the most frequently selected community and environmental priority (79%), followed by air quality (56%). Natural resources and wildlife habitat (39%) and parks, trails, and open space (36%) were also identified as priorities.

Local and airport traffic: Participants emphasized the importance of improving travel efficiency and supporting reliable access for both local and airport travelers. Keeping local and airport traffic separate was the second-most frequently selected roadway priority (47%), following faster, more reliable travel (67%). Access to jobs, schools, and daily services (39%) was also identified as a community priority, along with opportunities to improve interchange and ramp operations.

Roadway concepts: Interest in roadway improvements was broad, but no single concept stood out. Nearly three in four people (73%) supported one of the roadway concepts or said more extensive improvements were needed. About one in five (22%) said adding lanes was not the right solution, and 5% wanted more information.

Transit: Participants showed strong interest in transit improvements, particularly faster, more direct service, more frequent service, and better connections to and from stations. More frequent evening and late-night A Line service was the most frequently selected for specific transit improvement (54%). At the same time, nearly one in four participants (23%) said none of the potential transit improvements would make them more likely to use transit, and some noted that transit does not serve where they live or fit the trips they make.

Bicycle and pedestrian connections: Participants generally supported bicycle and pedestrian improvements that strengthen first- and last-mile connections to transit. Views were more mixed on the value of investing in bicycle improvements that would provide direct access to DEN.

PEÑA NEPA & DESIGN

DIFFERENT USERS, SHARED PRIORITIES

Feedback showed broad agreement on the need for transportation improvements, with different user groups emphasizing priorities based on how they use the corridor.

Residents and airport employees: Emphasized reducing congestion, improving interchange access and roadway operations, enhancing safety, and separating local and airport traffic.

Frequent and occasional airport travelers: Shared many of these priorities, while also expressing interest in air quality, transit options, and improved bus and shuttle service.



BUILDING ON WHAT WE HEARD

Engagement throughout the project has consistently reinforced the need for safer, more reliable travel, better access, and more transportation choices in the Peña corridor.

Feedback from the July open house and survey provided more detailed insight into public priorities and perspectives on potential improvements. Participants emphasized reducing congestion, improving travel-time reliability and safety, supporting both local and airport trips, and expanding transit options. While preferences for specific solutions varied, a large majority of participants supported making changes to the corridor, with feedback suggesting support for a combination of roadway, transit, bicycle, pedestrian, and operational improvements rather than a single approach.

This input builds on feedback gathered since scoping and will help DEN evaluate and identify a Preferred Alternative, refine potential improvements, and focus future engagement on issues of greatest public interest.

Engagement at A Glance

2,928 visitors

Online open house, July 13-31, 2026

45 attendees

In-person open house July 23, 2026

406 survey responses

Feedback on corridor improvements

30+ community events & focus groups

Conversations with corridor users and advocacy groups

Additional outreach included a media briefing, digital promotion, and flyers/ posters at community locations