

# **Environmental Justice Impacts Technical Memorandum**

## **I-25 Improvements Through the Colorado Springs Urbanized Area Project**

CDOT Project No. IM 0252-316

Project Control No. 12210

**Colorado Department of Transportation**

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# 1.0 Project Description

## 1.1 Introduction

Environmental justice refers to social equity in bearing the burdens of adverse environmental impacts. Some racial or ethnic minorities and low-income residents historically have experienced a disproportionate share of adverse affects resulting from major federal actions such as the construction of new roadways. Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations*, was issued in 1994 to address this issue. The EO prevents federal policies and actions from creating disproportionately high and adverse health and environmental impacts to minority and low-income populations.

The definition for minority populations and low-income populations is contained in both EO 12898 and Title VI of the Civil Rights Act of 1964, as well as the final *US DOT Order 5610.2 on Environmental Justice in the Federal Register* on April 15, 1997. The definition provided is any readily identifiable group of minority or low-income persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers) who would be affected by a proposed federal program, policy or activity. *Minorities* constitute races and ethnic groups, and include these U.S. Census Bureau-identified groups: Black/ African Americans, American Indian/Alaskan Natives, Asians, Native Hawaiian/Pacific Islanders, and Hispanics. In the 2000 Census, Hispanics are treated as an ethnic group distinct from racial groups, thus a person could be Hispanic and White. Minorities in this analysis are identified as persons who are not White and not Hispanic. *Low income* is defined as persons/families with incomes at or below the Department of Health and Human Services or Census Bureau poverty guidelines.

The Council on Environmental Quality (CEQ) guidance states that “(T)he selection of the appropriate unit of geographical analysis may be a governing body’s jurisdiction, a neighborhood, a census tract, or other similar unit that is chosen so as not to artificially dilute or inflate the affected minority population.” CEQ further adds that “minority populations should be identified where either (a) the minority population of the affected area exceeds 50 percent or (b) the population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographical analysis.” The CEQ guidelines do not specifically state the percentage considered meaningful in the case of low-income populations.

This Technical Memorandum discusses the presence of and potential impacts to minority and low-income residents from the I-25 Improvements Through the Colorado Springs Urbanized Area Project.



## 2.0 Methodology

This analysis was conducted by visiting neighborhoods throughout the study area, meeting with residents and business owners/managers affected by the Proposed Action, meeting with representatives of agencies that provide services to minority and low-income residents, and evaluating secondary data.

Data on minority and low-income populations were obtained from numerous sources, including those listed below.

- **General Public Involvement Activities.** Advertisements for public meetings were placed in the *Hispania News*, a local paper serving the Hispanic population of the southern Colorado Springs metropolitan area and southern Colorado. In addition, written information about the project was distributed to 18 locations near minority and low-income neighborhoods, such as the Red Cross shelter and the Bijou House.

Information concerning neighborhood impacts and relocations was obtained through public meetings and open houses held throughout the project area, including areas with concentrations of minority and low-income households that are higher than the county average. This data was considered in the design of the Cimarron, Bijou, and Fillmore interchanges to avoid, minimize, and mitigate disruptions to all individuals and businesses, including minority and low-income residents and minority-owned businesses.

- **Community Organizations.** Organizations that assist and/or provide services to minority and low-income communities were contacted by telephone to solicit comments and concerns regarding impacts from the project. Based on this initial contact, meetings were scheduled to describe the project and identify potential impacts to area residents, including the displacement of businesses. These organizations and service providers were encouraged to identify specific concerns without compromising the confidentiality of their clients. The intent of these more detailed interviews was to solicit information that would assist in development of targeted mitigation strategies and gain insights for any future contacts. Information was also solicited regarding the importance of service providers, retail businesses, and local employers to any affected minority and low-income populations. Coordination with these organizations will continue as the project proceeds.
- **Individual and Community Meetings.** Based on information obtained through discussions with community organizations, meetings were held in minority and low-income areas affected by the project to discuss design alternatives, individual and neighborhood issues, and potential mitigation measures. Those minority and low-income residents that may be relocated or directly affected by the project were contacted by the consultant team and a Colorado Department of Transportation (CDOT) Region 2 right-of-way representative. The intent of these individual contacts was to gather more specific information that may assist in avoiding or minimizing impacts to these individuals and, if that is not possible, to assist CDOT in identifying any special needs or concerns that these individuals may have (e.g., the need to be located near specific services or transit stops or near a relative or other care-giver).

- **U.S. Small Business Administration.** The agency provided a directory of minority-owned businesses in El Paso County in 2002.
- **2000 Census Data.** Data collected from the 2000 Census included the number and distribution of minority residents, the number and distribution of Hispanic residents, and the number and distribution of residents with incomes below poverty levels by census block group. The poverty thresholds used were those set by the Department of Health and Human Services Poverty Guidelines.
- **PPACG Socioeconomic Zonal Forecasts, 2000-2025.** This data set provides comprehensive forecasts in five-year increments from 2000-2025 at the Traffic Analysis Zone level for housing units, population, income, employment, school and college enrollments, military population, and group quarters population. This data includes projections of population, income and housing not provided by the Census Bureau.

Data were entered into the I-25 El Paso County Improvement Project Geographic Information System, which provided a graphic spatial presentation of the demographic information. Properties requiring relocation and other impacts were displayed in relation to minority and low-income areas. This information was analyzed to identify impacts to minority and low-income populations and to develop a community outreach program to inform and solicit input from minority and low-income populations. Data also were used to identify and analyze alternatives and measures to avoid, minimize, and mitigate impacts.

## 3.0 Existing Conditions

### 3.1 Minority Populations

The 2000 census data recorded the presence of Blacks/African Americans, American Indians/Alaska Natives, Asians, Native Hawaiian/Pacific Islanders, and other races. The census also recorded the presence of persons of Hispanic ethnicity, which is treated as a separate issue from a person's race. Minorities – persons who are any race except White or who are Hispanic – represent 24.7 percent of the population of Colorado Springs, comparable to the 23.8 percent minority population for El Paso County.

Figure 1 illustrates the distribution and percentages of minority populations in 2000 for census block groups in Colorado Springs. Tables 1 and 2 illustrate the racial and ethnic character of Colorado Springs and El Paso County.

TABLE 1

Racial Composition of Colorado Springs, El Paso County, and State of Colorado

Race	Colorado Springs		El Paso County		State of Colorado	
	# of Persons	Percent*	# of Persons	Percent*	# of Persons	Percent*
White	291,095	80.7	419,673	81.2	3,560,005	82.8
Black/African American	23,677	6.6	33,670	6.5	165,063	3.8
American Indian/ Alaska Native	3,175	0.9	4,725	0.9	44,241	1.0
Asian	10,179	2.8	13,099	2.5	95,213	2.2
Native Hawaiian/ Other Pacific Islander	764	0.2	1,256	0.2	4,621	0.1
Other Race	18,091	5.0	24,293	4.7	309,931	7.2
Two or More Races	13,909	3.9	20,213	3.9	122,187	2.8

Source: U.S. Census Bureau, 2000

\*May not total 100% due to rounding

TABLE 2

Hispanic Population in Colorado Springs, El Paso County, and State of Colorado

Ethnicity	Colorado Springs		El Paso County		State of Colorado	
	# of Persons	Percent*	# of Persons	Percent*	# of Persons	Percent*
Hispanic or Latino (Any Race)	43,330	12.0	58,401	11.3	735,601	17.1
Mexican	22,991	6.4	30,576	5.9	450,760	10.5
Puerto Rican	2,685	0.7	4,388	0.8	12,993	0.3
Cuban	346	0.1	502	0.1	3,701	0.1
Other Hispanic or Latino	17,308	4.8	22,935	4.4	268,147	6.2
Not Hispanic or Latino	317,560	88.0	458,528	88.7	3,565,660	82.9
White Alone	271,734	75.3	393,819	76.2	3,202,880	74.5

Source: U.S. Census Bureau, 2000

\*May not total 100% due to rounding

As Table 3 indicates, El Paso County hosts approximately 41,400 business; of these, 4,000, or 10 percent, are minority-owned. In 1997, minority-owned firms accounted for nearly \$600 million in sales, 2.4 percent of the county total.

TABLE 3  
 Minority-Owned Businesses in El Paso County

	All Firms		Firms with Paid Employees			
	Firms	Sales and Receipts (\$000)	Firms	Sales and Receipts (\$000)	Employees	Payroll (\$000)
All businesses	41,386	24,762,575	10,736	23,769,534	172,697	4,458,581
Total minorities*	4,041	596,926	765	505,323	6,853	163,072
Black	704	67,931	74	55,135	549	14,217
Hispanic	2,040	268,873	335	214,412	3,342	80,093
American Indian and Alaska Natives	636	131,631	66	118,688	1,192	41,748
Asian and Pacific Islander	796	134,935	298	120,583	1,812	28,144

Source: U.S. Census Bureau, 1997 Economic Census

\* These numbers are based on survey samples; as a result, the total number of minority firms and sales/receipts may not match the total by the individual minority.

The U.S. Small Business Administration identified 137 minority-owned small businesses in El Paso County (Attachment A). The minority-owned firms identified by the Small Business Administration that were located within one-half mile of the proposed project area are listed in Table 4.

TABLE 4  
 Minority-Owned Businesses Within One-Half Mile of I-25

Business	Address
Computer Technology Associates, Inc.	7150 Campus Drive Colorado Springs, CO 80920
Dataequip, Inc.	4465 Northpark Drive Suite 304 Colorado Springs, CO 80907-4238
Hawpe Construction Inc.	4465 Northpark Drive, Suite 200 Colorado Springs, CO 80907
H. D. T. LLC c/o Western Convenience Store, Inc.	302 W. Bijou Street Colorado Springs, CO 80905
Infinity Systems Engineering, LLC	6385 Corporate Drive, Suite 306 Colorado Springs, CO 80929-5913
INFO Tech Solutions, LTD	4465 Northpark Drive, Suite 304 Colorado Springs, CO 80907-4238
KI, LLC	5475 Mark Dabling Blvd., Suite 100 Colorado Springs, CO 80918
National Systems & Research Co.	5385 Mark Dabling Boulevard Colorado Springs, CO 80918
Pikes Peak Steel LLC	3550 Mark Dabling Boulevard Colorado Springs, CO 80907
Red Man Enterprises Inc.	3730 Sinton Road, Suite 219 Colorado Springs, CO 80907

**TABLE 4**  
 Minority-Owned Businesses Within One-Half Mile of I-25

<b>Business</b>	<b>Address</b>
SACS, LLC	1423 Dustry Drive Colorado Springs, CO 80906
Samurai Office Supply, Inc.	4030 Sinton Road Colorado Springs, CO 80907-1251
Shekinah Professional Services	2051 B Street Colorado Springs, CO 80906-4729
SMI International	5520 Tech Center Drive Colorado Springs, CO 80919
Tec Star, Inc	5540 Tech Center Drive, Suite 200 Colorado Springs, CO 80919
Torres/Bryan Joint Venture, LLC	207 Sutton Lane Colorado Springs, CO 80907
Tranex, Inc.	2350 Executive Circle Colorado Springs, CO 80906

Source: Business Research Services, 2002

## 3.2 Low-income Populations

According to the Census Bureau, 8.7 percent of Colorado Springs residents live in poverty, slightly higher than the 8.0 percent level for El Paso County, as shown in Table 5.

**TABLE 5**  
 Poverty Levels in Colorado Springs, El Paso County and State of Colorado, 1999

<b>Characteristic</b>	<b>Colorado Springs</b>	<b>El Paso County</b>	<b>State of Colorado</b>
Individuals in Poverty*	30,769	49,082	388,952
Proportion of Population in Poverty	8.7%	8.0%	9.3%
Poverty Threshold**		\$17,603	

Source: U.S. Census Bureau, 2000

\*Persons for whom poverty status was determined

\*\*Department of Health and Human Services poverty threshold for a family of four in 2000

Figure 2 illustrates the percentage of the population living below poverty level in 1999 for census block groups in Colorado Springs.

Median household income in 1999 in Colorado Springs was \$45,100 and in El Paso County it was \$46,800, both within four percent of the \$47,200 median household income for the state. According to the City of Colorado Springs, the Colorado Springs area is currently experiencing a shortage of affordable housing for low-income populations (see Attachment B). There are 8,500 families on the City's affordable housing waiting list and, of those, 4,500 are families with children. In the last 5 years, the number of homeless in Colorado Springs has increased by 234 percent.

## 3.3 Minority and Low-income Neighborhoods

Two neighborhoods have comparatively higher proportions of minority and low-income residents than other portions of the I-25 study area, as shown in Figures 3 and 4. These areas, the Near Westside/Westside and Mesa Springs neighborhoods, are evaluated in more detail to assess the potential for environmental justice concerns.

### 3.3.1 Near Westside and Westside Neighborhoods

The Near Westside and Westside neighborhoods together measure about one-half square mile near Bijou Street west of I-25. Twenty-six percent of these neighborhoods' residents are minorities, and 29 percent live below the poverty level. The Near Westside and Westside neighborhoods include residents who are 22 percent non-White races and 17 percent Hispanic. These neighborhoods are home to numerous agencies serving minority and low-income populations.

According to representatives of the Bijou Street Community Association, there is a strong sense of community in these neighborhoods. Most residents are owner-occupants, and the neighborhood association includes more than 30 active members. Residents have developed an English as a Second Language program in which Colorado College students tutor adults from the neighborhood. The neighborhood also includes 30 to 40 children, and according to community representatives, many residents know the names of the neighborhood children.

The Bijou Street bridge is used by many minority, low-income, and disabled residents. Numerous facilities providing services to low-income, minority, elderly, and physically and mentally handicapped persons are located in the vicinity of the Bijou interchange on both sides of the Interstate. The Department of Health and Human Services, the Bijou House (homeless shelter), a plasma center, Haven House (run by and for people who are mentally disadvantaged), and two houses run by Pikes Peak Mental Health are all located west of I-25 near Bijou Street.

Bicycles also are a common mode of transportation in the Bijou neighborhood, due in part to a popular program established in 1979 by Criterium Bike Shop that distributes used and rebuilt bikes to low-income and homeless individuals. Clients include individuals who cannot own cars because of financial constraints, those who choose not to own cars, and those who cannot afford public transportation. Many of the clinic's clients are referred by Bijou House and the Pikes Peak Justice and Peace Commission. Colorado Springs' buses are equipped with bike racks, which are used about 3,300 times per month system-wide. According to Colorado Springs Transit, Bus Route #18, which services the Near Westside, Westside, and Mesa Springs neighborhoods, accounts for approximately 10 percent of multimodal bus/bike riders.

According to representatives from the Bijou Street Community Association, many bicyclists and pedestrians feel unsafe riding or walking across the Bijou interchange. Neighborhood groups are concerned about the condition of sidewalks and the lack of adequate bike lanes, and feel that there should be a more direct and easy way to walk from their neighborhood to downtown facilities. In the winter, snow and ice often accumulate on the bridge,

increasing the difficulty of crossing the Bijou bridge safely, especially for populations with special needs. One of the areas of greatest concern is the s-curve east of the bridge where the eastbound and westbound lanes of Bijou separate. The area lacks adequate crosswalks and pedestrians are often required to walk out of their way or cross Bijou and Kiowa Streets illegally.

### 3.3.2 Mesa Springs Neighborhood

The Mesa Springs neighborhood is southwest of I-25 near Fillmore Street. Residents of the neighborhood include approximately 23 percent non-White races and 16 percent Hispanic; 12 percent of the residents live below the poverty level. According to representatives of the Mesa Springs Neighborhood Association, most people in the Fillmore neighborhood drive cars or use public transportation, but many residents walk and bike for pleasure. Mesa Springs Neighborhood Association representatives stated that residents are concerned that using the Fillmore Street bridge over I-25 is too dangerous, so many pedestrians and bicyclists use Fontanero Street or the Sinton Trail to cross I-25. The bike/pedestrian trail at the linear park on the west side of I-25 ends a short distance to the south of the neighborhood and is often used by residents.

According to the Colorado Springs Transit, the bus line from Chestnut Street to Holland Park is well used in comparison to rest of the system, and riders are often waiting at the stops near Fillmore and Chestnut Streets.

There are no social service agencies or special facilities in the neighborhood.

## 4.0 Public Outreach Activities

An important goal of the environmental justice analysis is to enhance the public involvement process, strengthen community-based partnerships, and provide minority and low-income populations with opportunities to learn about and improve the quality and usefulness of transportation in their lives. Opportunities for public involvement were provided to adjacent neighborhoods, including those with minority and low-income populations, throughout the planning and development of alternatives and decisions. These opportunities included the following:

- Translated summaries of important documents and newsletters concerning the project were available upon request to non-English speaking populations.
- A telephone hotline was established to allow illiterate and disabled populations to provide non-written comments.
- Community groups and organizations and government agencies that assist and/or provide services to minority and low-income communities were contacted by telephone to solicit comments and concerns regarding direct and indirect impacts from the project. Opportunities to meet with representatives of CDOT and Wilson & Company to discuss

the project were offered to each organization. Based on this initial contact, meetings with appropriate organizations were scheduled to gather information on how the proposed improvements may affect their services and their clients located in the vicinity of the project. Coordination with these organizations will continue as the project proceeds. Table 6 lists the meetings conducted with community organizations and agencies.

**TABLE 6**  
Meetings with Community Organizations and Agencies

<b>Date</b>	<b>Organization</b>
October 23, 2002	Bijou House Housing Advocacy Coalition Community and Neighbor Organization (CONO)
October 28, 2002	Bike Clinic
November 6, 2002	Pikes Peak Peace and Justice Center Pikes Peak Legal Aid Clean Air Campaign Bijou Neighborhood Association
November 8, 2002	Mesa Springs Neighborhood Association
November 13, 2002	Colorado Springs Transit
November 26, 2002	City of Colorado Springs Community Development Department

- Written information, flyers, and newsletters were placed throughout minority and low-income communities. Spanish, German and Korean translations were available upon request. Table 7 identifies locations near minority and low-income communities and facilities providing services to minority and low-income populations where information was provided.

**TABLE 7**  
Project Information Distribution Sites in the Near Westside, Westside, and Mesa Springs Neighborhoods

<b>Location</b>	<b>Address/Telephone Number</b>
7-11	Corner Bijou & Spruce
Beth Haven	615 N. Corona
Bijou House	411 W. Bijou/719-634-9027
Bike Clinic (Criterion Bike Shop)	6150 Corporate Dr./719-599-0149
Bristol School	890 N. Walnut
Charlie's Liquors	141 N. Spruce
Dale House	7 W. Dale St.
Denny's	315 W. Bijou
Dunkin' Donuts	806 W. Colorado Ave.
First Congregational Church	20 E. St. Vrain
Justice and Peace Center Depot Arts District	29 S. Institute
Lee's Liquors	502 W. Colorado Ave.
Marian House	14 W. Bijou/719-475-2347
Plasma Center	Spruce St.
Pikes Peak Library District	5550 N. Union Blvd.

TABLE 7

Project Information Distribution Sites in the Near Westside, Westside, and Mesa Springs Neighborhoods

Location	Address/Telephone Number
Red Cross Shelter	709 S. Sierra Madre
Vet Resource Center	28 N. Spruce
Western Omelette	16 S. Walnut

- Public meetings were held in neighborhoods with larger minority and low-income populations near the Bijou/Cimarron and Fillmore interchanges. Dates and locations for these meetings are included in Table 8. Meeting summaries are provided in Attachment C. Figure 5 illustrates outreach and meeting locations in relation to minority and low-income neighborhoods.

TABLE 8

Public Meetings Concerning Bijou/Cimarron and Fillmore Interchanges

Date	Location	Neighborhood/Interchange
October 14, 1999	First United Methodist Church, 420 North Nevada Ave.	Bijou/Cimarron
May 16, 2000	First Presbyterian Church, 219 East Bijou Street	Bijou/Cimarron
November 9, 2000	Palmer High School, 301 North Nevada Ave.	Bijou/Cimarron
November 15, 2000	Ramada Inn, 3125 Sinton Road (at the corner of Fillmore and Sinton)	Fillmore
February 22, 2001	Ramada Inn, 3125 Sinton Road	Fillmore
March 1, 2001	First Presbyterian Church 219 East Bijou Street	Bijou/Cimarron
June 14, 2001	Ramada Inn, 3125 Sinton Road (at the corner of Fillmore and Sinton)	Fillmore
July 19, 2001	Ramada Inn, 2135 Sinton Road - Mesa Springs, residents on Fillmore west to Bijou (regarding noise issues)	Bijou/Cimarron
July 26, 2001	West Side Intergenerational Center, 25 N. 20th Street – Bijou/Cimarron area (regarding noise issues)	Bijou/Cimarron
March 21, 2002	First Presbyterian Church 219 E. Bijou	Bijou/Cimarron
January 14, 2003	Community center near Bijou if available; otherwise, at Ivywild school	Ivywild, Mill Street, Westside Bijou to Fillmore and Bijou/Cimarron
January 22, 2003	Pike Elementary School	Roswell, Mesa Springs, Fillmore, Holland Park, and nearby apartment and mobile home communities

- Private meetings with residents and business representatives near the Bijou/Cimarron and Fillmore interchanges affected by right-of-way acquisition were conducted to record and address individual and collective concerns. Meetings were held with the businesses and residents identified in Table 9.

**TABLE 9**  
 Individual Meetings Regarding Bijou/Cimarron and Fillmore Interchanges

<b>Date</b>	<b>Business/Residence</b>
November 8, 2000	US Swim and Fitness, 985 W. Fillmore Resident, 2929 Parker Resident, 2932 Sage St. Super Lube, 975 W. Fillmore Resident, 2927 Parker
November 9, 2000	Resident, 2918 N. Chestnut Resident, 2916 N. Chestnut Resident, 2930 N. Parker Resident, 2933 N. Sage Resident, 2924 N. Chestnut
November 10, 2000	Resident, 770 W. Fillmore Resident, 2914 Chestnut
June 7, 2001	Business Manager, The Waffle House, 755 W. Fillmore
June 11, 2001	Griffis Blessing, 3630 Sinton Road Resident, 2924 N. Chestnut Property owner, 3006 N. Chestnut St. Residents, 2925 Parker
June 12, 2001	Manager, Holiday Village, 3405 Sinton Road Resident, 2923 Parker
June 13, 2001	Resident, 2921 Parker
July 12, 2001	Residents, 2926 Parker Residents, 2924 Parker Street
July 18, 2001	Residents, 2922 Parker
August 9, 2001	Humane Society
December 20, 2001	Koscove Scrap Metal, 431 W. Colorado Ave. City Glass, 414 W. Colorado Ave. So-Cal Speed Shop, 221 S. Chestnut Street
September 18, 2002	Business Manager, The Waffle House, 755 W. Fillmore

- Organizations that assist and/or provide services to minority and low-income communities were contacted by telephone to solicit comments and concerns regarding direct and indirect impacts from the project. Opportunities to meet with representatives of CDOT and Wilson and Company to discuss the project were offered to each organization. Coordination with these organizations will continue as the project proceeds. Table 10 lists the organizations contacted.

TABLE 10  
Community Organizations Contacted September 2002

<b>Community Organizations</b>	
Acacia Community Center	Korean United Presbyterian Church
Aid to the Needy and Disabled Program/Aid to the Blind Program/Temporary Assistance to Needy Families (part of Social Services)	Marian House Soup Kitchen Meals on Wheels
Amblicab/Springs Mobility	Pikes Pike Council on Aging
ARC	Red Cross Shelter
Beth Haven	Sign Language Network Inc.
Bijou House	Silver Key
Espanol Service Program (through the Colorado Springs Police Dept.)	Springs Rescue Mission
Hispanic Chamber	The Dale House
Housing Advocacy Coalition	Vet Resource Center
Korean American Chamber	Walking Shield American Indian Society
Korean Association of Colorado Springs	West Center for Intergenerational Learning

## 5.0 Impacts of No-Action Alternative

The No-Action Alternative would not improve I-25; therefore, no property belonging to minority or low-income residents would be acquired for right of way, and no relocations would be required. The No-Action Alternative does not alleviate congestion on I-25, however, and thus may cause increased cut-through traffic on neighborhood streets. Increased neighborhood traffic could be expected throughout the I-25 corridor where convenient cut-through opportunities exist, and would not be concentrated in minority or low-income neighborhoods.

Potential environmental impacts associated with cut-through traffic – to safety, noise, and air quality – would be borne equally by all residents adjacent to I-25 and not be experienced disproportionately by minority or low-income residents. The same would be true for impacts related to congestion on I-25 itself – predominantly localized air quality – which would affect all residents adjacent to the highway.

The No-Action Alternative would result in no potential disproportionate adverse impacts to minority and low-income populations.

## 6.0 Impacts of Proposed Action

### 6.1 Introduction

Minority and low-income residents could be affected by a transportation project in several different ways. The most direct negative potential impact is that homes could be acquired or businesses could be displaced, or portions of property affected in such a way that would require the occupants' relocation. Potential negative impacts also include indirect effects such as dividing an ethnically homogeneous neighborhood with new construction, or increasing traffic congestion in a low-income neighborhood. A transportation project also could provide benefits to minority and low-income residents if transportation efficiency improves or if transit services are made more accessible or convenient.

Environmental justice impacts are those with a disproportionate impact on a minority or low-income community. A disproportionate impact might result if an impact is appreciably more severe or greater in magnitude than the impact that is suffered by the non-minority or non-low-income population. The percentage of minority residents in the project corridor is similar to that of other locations in El Paso County.

However, areas adjacent to I-25 between Fillmore Street and Circle Drive contain percentages of minority and low-income residents higher than the county average. In this area, the impacts to minority and low-income communities such as noise and visual issues will be proportionate to other neighborhoods in the project corridor.

### 6.2 Right-of-Way Acquisition and Relocation

Right-of-way acquisitions and relocations are necessary to construct the Proposed Action. Some partial acquisitions may result in remainders that are unusable due to size or shape. In some cases, adjacent right-of-way acquisitions may affect the value of residences that are not acquired. Table 11 describes the right-of-way acquisitions proposed for the Westside, Near Westside, and Mesa Springs neighborhoods. As reported in the "Right of Way" Technical Memorandum, adequate residential and commercial real estate inventories exist currently to allow relocation to similar properties.

During individual meetings for this project, owners of businesses affected by the Proposed Action reported that their employment base is not from minority or low-income populations, not transit dependent, nor drawn from the surrounding neighborhoods. The types of businesses that occupy properties to be acquired typically pay their employees minimum wage or similar lower rates. However, 25 percent of the businesses do not employ anyone other than the owner, and several others employ only one or two people. None of the owners reported that their neighborhood is dependent on their business for goods and services. These statements contribute to the conclusion that relocating businesses will not impact minority or low-income residents.

**TABLE 11**  
 Ownership, Tenancy, and Use of Fully Acquired Properties Near the Westside, Near Westside, and Mesa Springs  
 Neighborhoods (updated October 2003)

<b>BIJOU/CIMARRON INTERCHANGES</b>			
<b>Parcel</b>	<b>Owner</b>	<b>Tenant</b>	<b>Business</b>
Fuel/ convenience	Corporation	Owner-operated	Fuel/ convenience
Car rental	Local (non-minority)	National chain	Car rental
Liquor store	Local (non-minority)	Local (non-minority)	Liquor store
Auto repair	Local (minority)	Owner-operated	Auto repair
Commercial building	Local (non-minority)	Local (non-minority) Local (non-minority) Local (non-minority) Local (non-minority)	Commercial painting Motorcycle sales/service Auto racing Property management
Mobile truck repair	Local (non-minority)	Local (non-minority)	Mobile truck repair
<b>FILLMORE INTERCHANGE</b>			
<b>Parcel</b>	<b>Owner</b>	<b>Tenant</b>	<b>Business</b>
Single family residence	Local (minority)		
Single family residence	Local (non-minority)		
Single family residence	Local (non-minority)		
Single family residence	Local (non-minority)		
Single family residence	Local (non-minority)		
Liquor/fuel/ convenience	Corporation	Owner-operated Local (minority)	Liquor store/ fuel/convenience
Fuel/convenience	Corporation	Owner-operated	Fuel/convenience
Fuel/convenience		Local (minority)	Fuel/convenience Auto repair
Auto sales	Local (non-minority)	Local (non-minority) Local (non-minority)	Auto sales Motorcycle sales
Vacant lot	Local (non-minority)	n/a	n/a

One minority-owned business will be acquired.

### 6.1.1 Bijou/Cimarron Interchanges

The right-of-way acquisitions required for reconstructing the Bijou/ Cimarron interchanges involve both partial and total acquisitions west of I-25, since the freeway is bordered by Monument Creek to the east. The total acquisitions are described in Table 11.

Partial acquisitions will be required from properties that contain a discount store, the Humane Society of the Pikes Peak Region, a landscaping business, a broadcasting company, an auto restoration business, a glass company, an office building complex, a hotel, and a restaurant.

## 6.1.2 Fillmore Interchange

Reconstructing the Fillmore Interchange will realign Fillmore's intersections with Sinton Road and Chestnut Street, east and west of I-25, respectively. Total acquisitions will include five single-family homes and five commercial parcels, including one vacant commercial lot, as described in Table 11.

The five single-family houses proposed for acquisition are on the northeastern edge of the Mesa Springs Neighborhood, west North Chestnut Street. The houses range in size from about 700 to 1,250 square feet, and several are rental properties. The houses were built in the 1950s, but are not eligible for designation as historic places. One minority-owned residence will be acquired.

One commercial property, the liquor store and fuel/convenience store is located east of I-25 on Sinton Road; the others are west of the interstate. While all three fuel/convenience stores at the Fillmore Interchange will be removed, there are other nearby gasoline stations that can serve the area. Three comparable stores are located one-half-mile east on Fillmore, and other stations are located at the Garden of the Gods interchange. Two minority tenant businesses will be displaced.

Four partial acquisitions are anticipated north of Fillmore Street. East of I-25, land will be acquired from a motel and a mobile home park to build a noise barrier. West of I-25, land will be acquired from a motel and a vacant commercial lot for changes to access.

# 7.0 Efforts to Avoid and Minimize Impacts

## 7.1 Alternatives Analysis

Selection of the interchange designs at Fillmore Street and Bijou was based on analyses of several alternatives. Each alternative was evaluated based on the following:

1. Public Input – Review of public comments.
2. Traffic Operation – Relative effectiveness to provide safe and efficient traffic operations.
3. Right-of-Way Impact – Potential impact on properties adjacent to or within the construction area.
4. Cost – Relative cost of construction and right of way purchases.
5. Constructibility – Complexity and time of construction and associated difficulties maintaining traffic movement and property access during construction.
6. Environmental Constraints – Potential environmental impacts of each alternative.

Table 12 describes the alternatives considered for the Bijou/Cimarron and Fillmore interchanges and the reasons for eliminating alternatives. A more detailed comparison of the alternatives is provided in Attachment D. None of the alternatives considered completely avoided impacts to minority and low-income populations.

TABLE 12  
 Alternatives Considered in Developing the Proposed Action

Alternatives	Reasons for Elimination
<b>Fillmore Interchange</b>	
<b>Single-point Urban Interchange with Chestnut Under Fillmore and Sinton Offset</b>	<ul style="list-style-type: none"> <li>• <b>None (Proposed Action)</b></li> </ul>
Diamond Interchange with Chestnut Under Fillmore and Sinton Offset	<ul style="list-style-type: none"> <li>• Greater ROW impacts than Proposed Action</li> </ul>
Frontage road slip ramps in all quadrants	<ul style="list-style-type: none"> <li>• Potential safety concerns</li> <li>• Low traffic operation improvements</li> </ul>
Frontage road slip ramps in two quadrants	<ul style="list-style-type: none"> <li>• Potential safety concerns</li> <li>• Low traffic operation improvements</li> <li>• Land acquisition costs high</li> <li>• Environmental impacts moderate</li> </ul>
Fillmore/Mesa Valley Road connection	<ul style="list-style-type: none"> <li>• Potential safety concerns</li> <li>• Low traffic operation improvements</li> <li>• Land acquisition costs high</li> <li>• Environmental impacts moderate to high</li> </ul>
Urban interchange with Sinton and Chestnut under Fillmore with Ellston bypass	<ul style="list-style-type: none"> <li>• Low traffic operation improvements</li> <li>• High costs</li> </ul>
Diamond interchange with Sinton and Chestnut offset	<ul style="list-style-type: none"> <li>• Low traffic operation improvements</li> <li>• High costs</li> <li>• High right-of-way impacts</li> </ul>
Diamond interchange with Sinton and Chestnut under Fillmore with Ellston bypass	<ul style="list-style-type: none"> <li>• Low traffic operation improvements</li> <li>• High costs</li> </ul>
Diamond interchange with Sinton offset and Chestnut single loop	<ul style="list-style-type: none"> <li>• High costs</li> <li>• High right-of-way impacts</li> </ul>
<b>Bijou/Cimarron Interchanges</b>	
<b>Bijou Tight Diamond with Cimarron Diamond</b>	<ul style="list-style-type: none"> <li>• <b>None (Proposed Action)</b></li> </ul>
Bijou expanded diamond with Cimarron diamond	<ul style="list-style-type: none"> <li>• Impacts to parklands</li> <li>• Negative impacts to local access</li> </ul>
Bijou diamond with Cimarron diamond flyover	<ul style="list-style-type: none"> <li>• Flyover not functional with 8<sup>th</sup> and Cimarron intersection</li> </ul>
Bijou urban with Cimarron diamond	<ul style="list-style-type: none"> <li>• Lower traffic operation</li> <li>• Constructibility difficult</li> </ul>
No Bijou interchange with Cimarron-Colorado split diamond	<ul style="list-style-type: none"> <li>• Exceeds project budget</li> <li>• High right-of-way impacts</li> </ul>
Bijou partial cloverleaf	<ul style="list-style-type: none"> <li>• Exceeds project budget</li> <li>• High right-of-way acquisition required</li> </ul>
Bijou expanded diamond	<ul style="list-style-type: none"> <li>• Impacts to parklands</li> <li>• Constructibility difficult</li> <li>• Negative impacts to local access</li> </ul>

## 7.2 Offsetting Benefits

In determining whether a particular program, policy, or activity will have a disproportionately high and adverse effect on minority or low-income populations, FHWA will take into account mitigation and enhancement measures and potential offsetting benefits. Other factors that may be taken into account include design, comparative impacts, and the relevant number of similar existing system elements in non-minority and non-low-income areas.

The existing interchange at Fillmore Street is confusing and requires difficult and potentially dangerous traffic movements onto and off Chestnut Street, Fillmore Street, and I-25. The new design will shift the Chestnut Street intersection away from the Fillmore Interchange, creating a smoother and safer flow of traffic through the area, and improving access to area businesses. Likewise, proposed improvements to pedestrian and bicycle facilities at the Bijou interchange will provide safer access to the central business district from the Bijou neighborhood.

The Proposed Action does not divide or segment neighborhoods, nor introduce new streets in residential neighborhoods.

## 8.0 Mitigation

Since there are no disproportionate adverse impacts to minority and low-income populations under the Proposed Action, special mitigation actions focused toward these populations are not needed. The manner in which other mitigation actions will affect these populations is discussed below.

One existing local bus route (#18 Holland Park) uses the Bijou Street bridge and follows Chestnut Street across Fillmore Street, thus interfacing with two of the interchange reconstruction projects included in the Proposed Action. Existing transit service will be maintained along this route with modified bus stop locations as needed, and any temporary alterations will be signed in advance to minimize riders' inconvenience. Transit services are discussed in more detail in the "Transportation Resources and Issues" section of this document.

When acquisition of right-of-way is necessary, it is done in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. This mitigation measure is discussed in more detail in the "Right-of-Way Impacts Technical Memorandum." Compliance with the Act assures that all persons regardless of race, color, religion, sex, national origin, disability or age will be fairly and equitably treated.

Mitigation required for noise and visual impacts throughout the corridor are discussed in the applicable Technical Memorandum.

## 9.0 Conclusion

Demographics in the I-25 study area as a whole are not substantially different than that of El Paso County. In some areas – specifically the Near Westside, Westside, and Mesa Springs neighborhoods – a higher proportion of residents are minority and/or low income. CDOT and the project team made a concerted effort to involve residents in these neighborhoods in project activities, and provided numerous sources of project information and outreach opportunities.

Neither the potential displacement impacts nor other environmental effects of the Proposed Action are disproportionately higher to minority and low-income residents or business/property owners than to the community at large.

Based on this information and considering the extensive public outreach conducted in minority and low-income communities, offsetting benefits, efforts to avoid, minimize, and mitigate impacts to minority and low-income populations, as well as the compelling public interest in completing the proposed improvements to I-25, this project is consistent with the requirements and spirit of environmental justice and EO 12898.

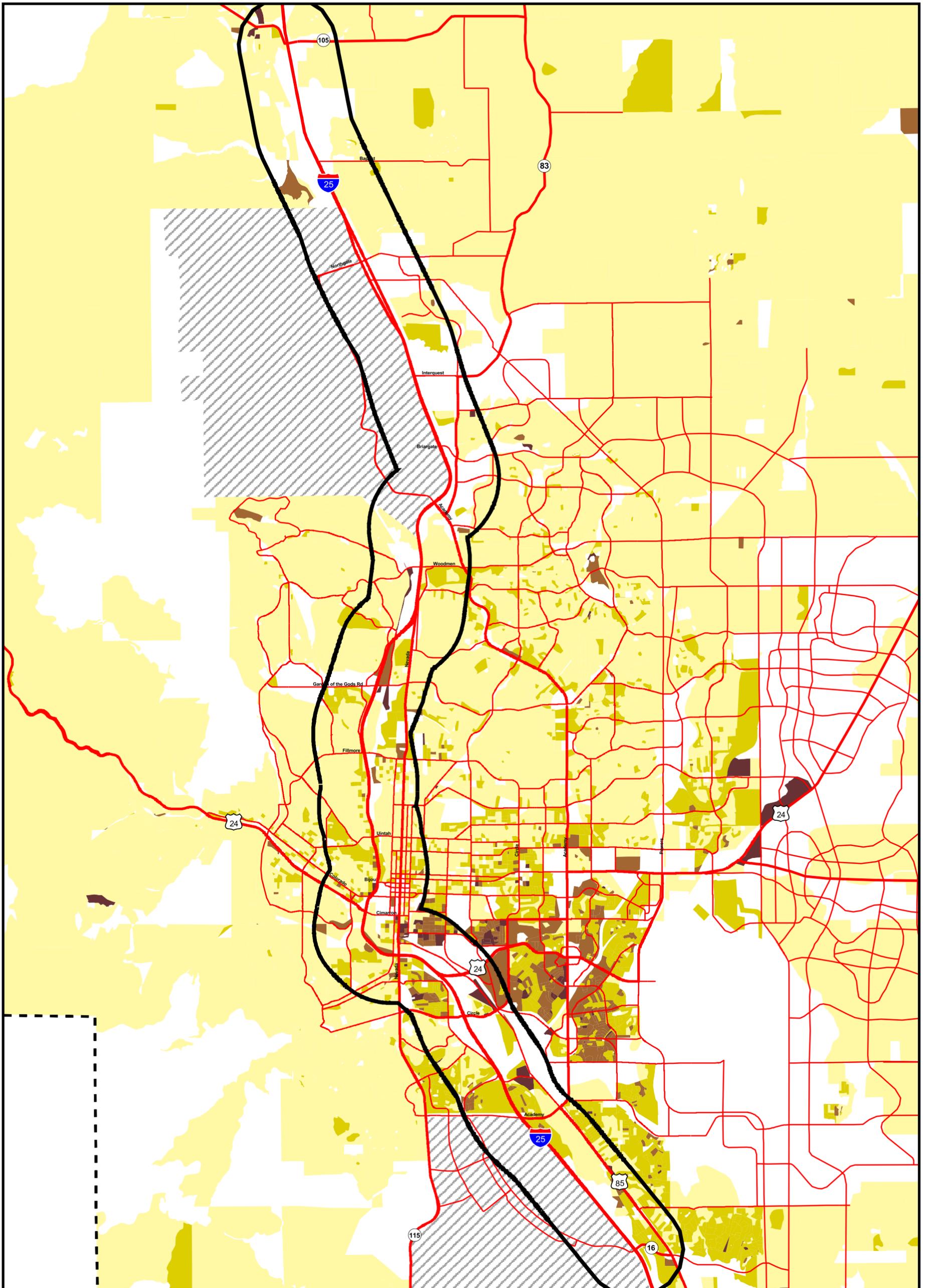
## 10.0 Attachments

Appendix A Minority-Owned Firms in El Paso County

Appendix B Meeting Summaries

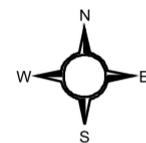
Appendix C Alternatives Analysis





**Figure 2-1 Minority Populations**  
*I-25 Environmental Assessment*

- Percent Minority
- Over 75%
  - 50 - 75%
  - 25 - 50%
  - Less than 25%
  - No Population
  - Excluded

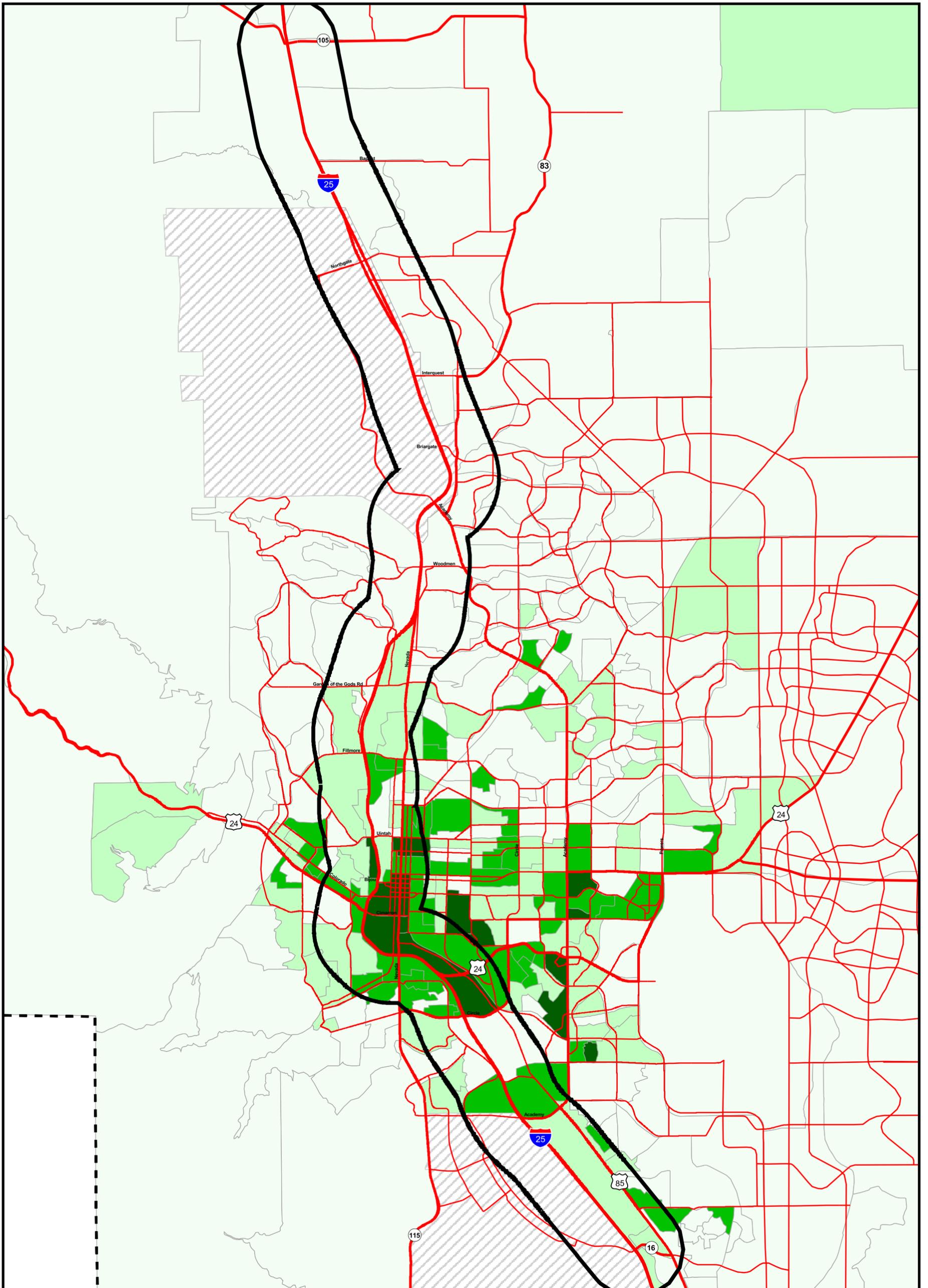


0 1 2 Miles

Scale: 1" = 2 Miles

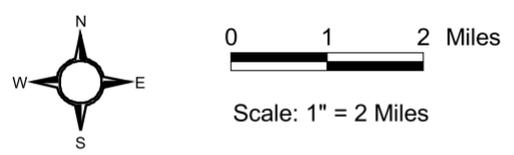
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 North American Datum 1983 (NAD83)  
 Sources: City of Colorado Springs  
 2000 United States Census



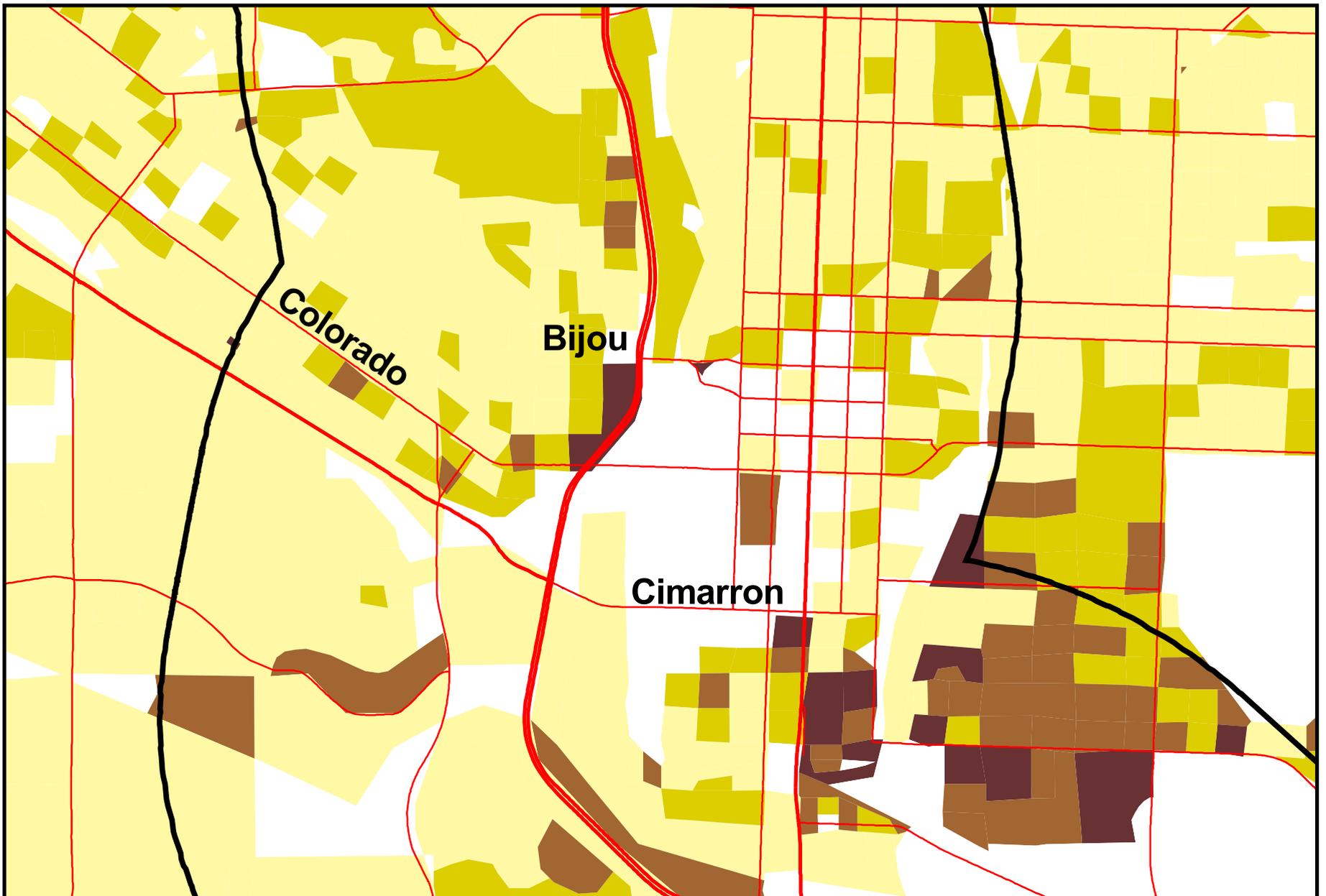
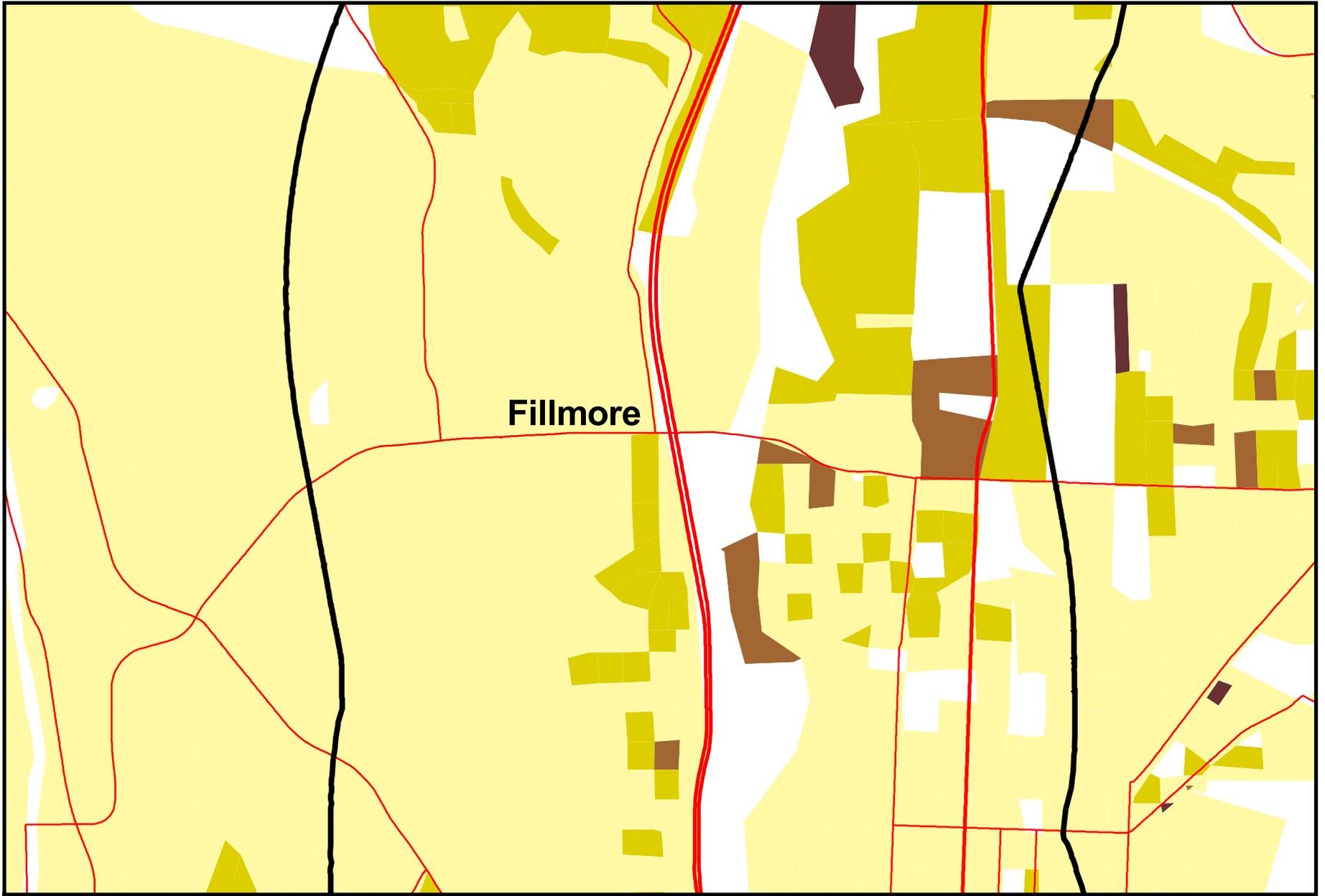


**Figure 2-2 Poverty Levels**  
*I-25 Environmental Assessment*

- Percent Below Poverty Level
- 25 to 43.5
  - 14 to 25
  - 8 to 14
  - 0 to 8
  - Excluded



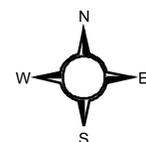
Projection: Colorado State Plane Central Zone  
 North American Datum 1983 (NAD83)  
 Sources: City of Colorado Springs  
 2000 United States Census



**Figure 5-1 Key Interchange Minority Populations**

*I-25 Environmental Assessment*

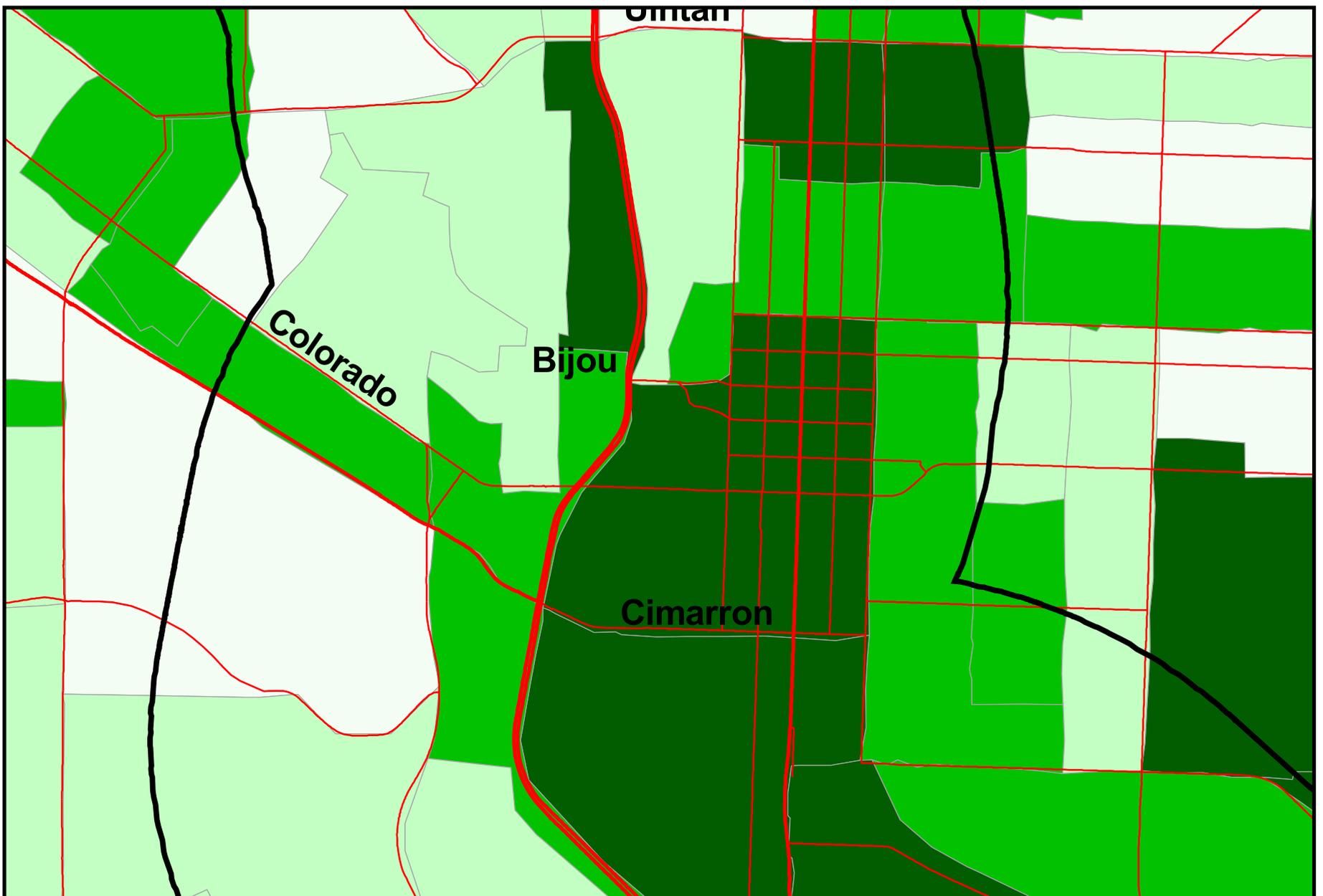
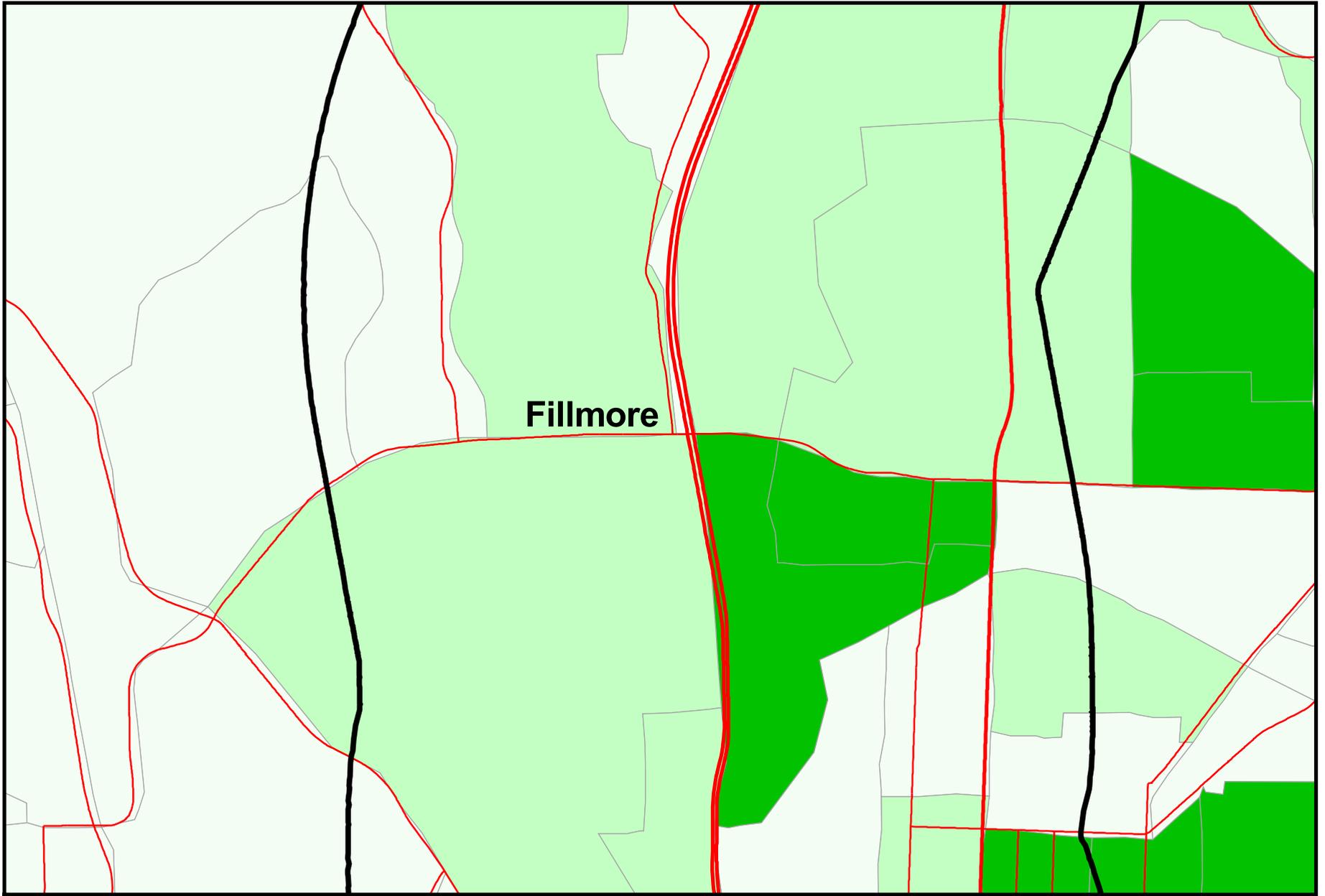
- Percent Minority
- Over 75%
  - 50 - 75%
  - 25 - 50%
  - Less than 25%
  - No Population



0 1000 2000 Feet

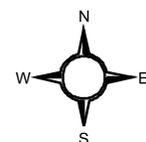
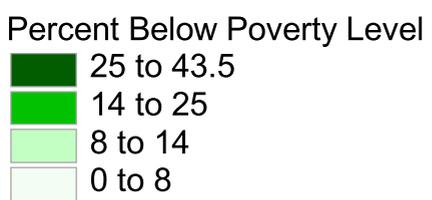
Scale: 1" = 2000'

Projection: Colorado State Plane Central Zone  
 North American Datum 1983 (NAD83)  
 Sources: City of Colorado Springs  
 2000 United States Census



**Figure 5-2 Key Interchange Poverty Levels**

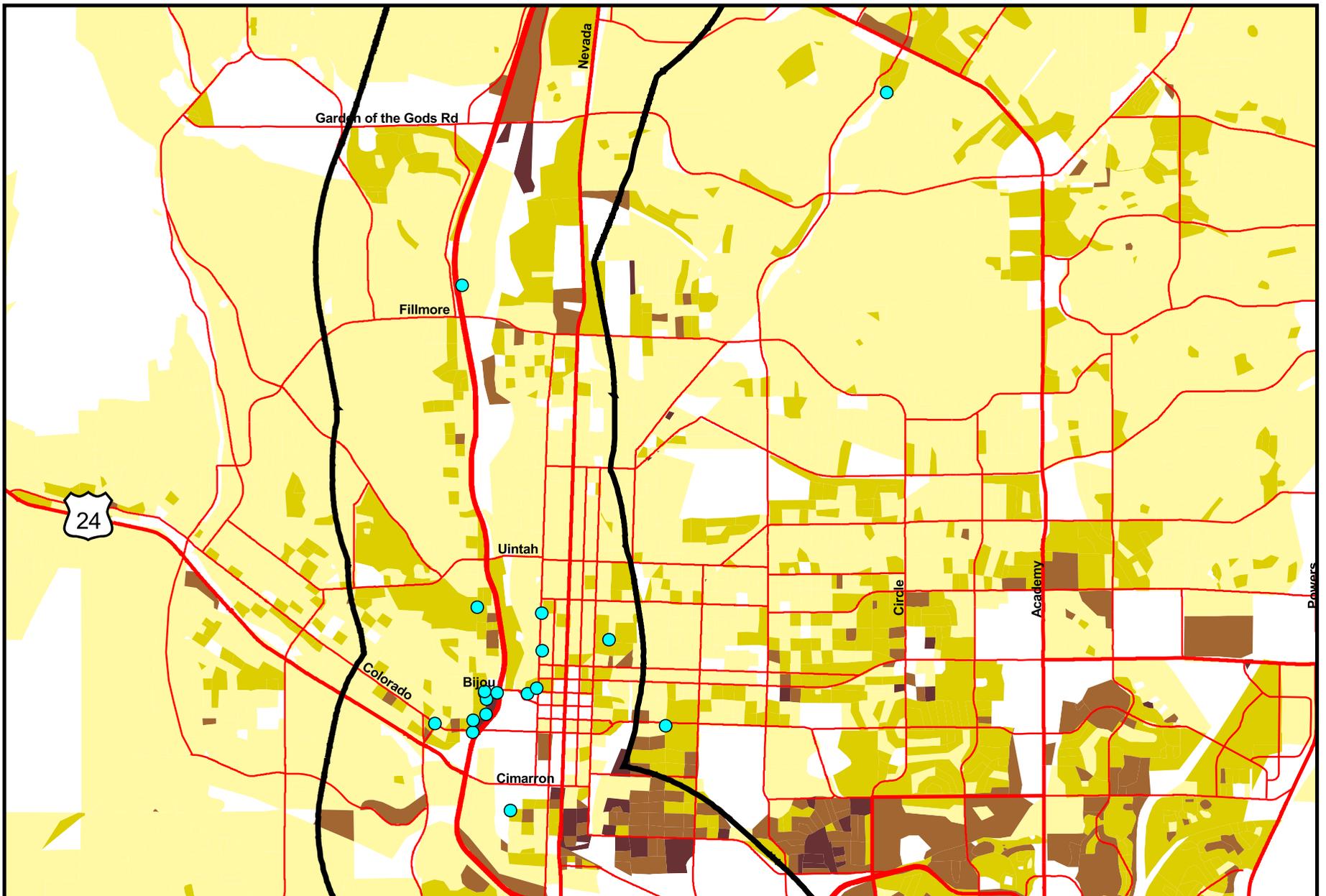
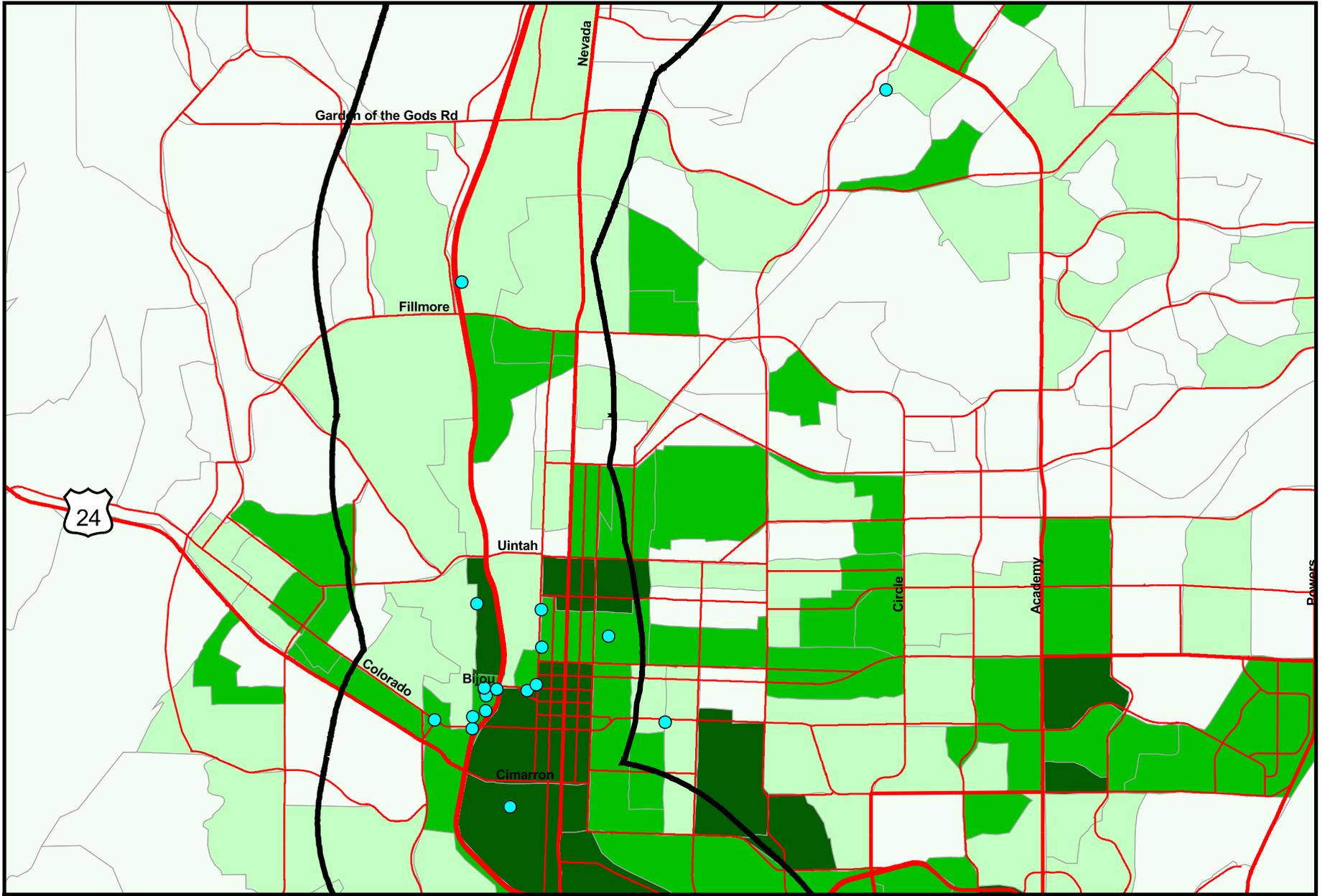
*I-25 Environmental Assessment*



0 1000 2000 Feet

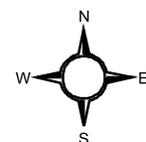
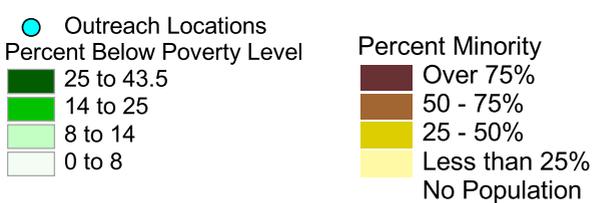
Scale: 1" = 2000'

Projection: Colorado State Plane Central Zone  
 North American Datum 1983 (NAD83)  
 Sources: City of Colorado Springs  
 2000 United States Census



**Figure 8-1 Outreach Locations**

*I-25 Environmental Assessment*



0 0.5 1 Miles

Scale: 1" = 1 mile

Projection: Colorado State Plane Central Zone  
 North American Datum 1983 (NAD83)  
 Sources: City of Colorado Springs  
 2000 United States Census

ATTACHMENT A

# Minority-Owned Firms in El Paso County

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Minority Owned Businesses in El Paso County

Company Name	Address	City
Pcs Consulting & Management Co.,Inc	4850 Whimsical Dr.	Colorado Springs
Melissa M Reyes	3160 Post Oak Dr	Colorado Springs
Emerson Springs Corporation	812 Hercules Place	Colorado Springs
Soup To Nuts Inc	1705 S. 8th St.	Colorado Springs
Data & Cabling Solutions Llc	11547 Cranston Dr	Peyton
Environmental Abatement Services, Inc.	1932 N Cascade Ave	Colorado Springs
Samurai Office Supply, Inc.	4030 Sinton Road	Colorado Springs
Workforce Strategies & Concepts	4671 Bittercreek Drive	Colorado Springs
Serene Office Solutions	1461 Southmoor	Fountain
International Provider Services, Inc.	2835 Lavarie Drive	Colorado Springs
Pc 4 Pcs	80 Susanne Cir	Colorado Springs
Mcewen Consulting	3812 E. Pikes Peak Ave. Suite 203	Colorado Springs
Excalibur Machine And Shtmtl	208 Buchanan St Ste C	Colorado Springs
Pikes Peak Satcom, Inc.	3855 East Pikes Peak Ave.	Colorado Springs
Image Cabinetry Inc	2566 Durango Dr	Colorado Springs
Roby S Construction Inc	4349 E Platte Ave	Colorado Springs
Sacs,Llc	1423 Dustry Drive	Colorado Springs
Lobo Enterprises	4942 Durasno Terrace	Colorado Springs
Pikes Peak Steel Llc	3550 Mark Dabling Blvd	Colorado Springs
Martinez International Corporation	2420 Wayside Court	Colorado Springs
Jsh Enterprises	5088 Pole Plant Dr	Colorado Springs
Stagecoach Service	1647 S Nevada Ave	Colorado Springs
Tekstar Inc.	5540 Tech Center Drive, Suite 200	Colorado Springs
Hydro-Turf, Inc.	7980 Industry Road	Colorado Springs
Cwis Llc	235 Thames Dr	Colorado Springs
Lartigue S Diagnostic Imaging Sale	7565 Dairy Ranch Rd.	Colorado Springs
Professional Consultants Incorporated	2121 Academy Circle, Ste 202	Colorado Springs
Network Resource Services Inc	102 S. Weber St.	Colorado Springs

## Minority Owned Businesses in El Paso County

Company Name	Address	City
Lcs, Inc	1500 Garden Of The Gods Rd	Colorado Springs
Big Mouth Bass Design, Inc.	5524 Sonnet Heights	Colorado Springs
Dvcom Inc.	2660 Purgatory Dr.	Colorado Springs
Castile Company	2502 Bennett Ave	Colorado Springs
Starinti Inc.	710 Elkglen Ct	Colorado Springs
Mountain Metrology And Repair Inc.	210 North Corona Street	Colorado Springs
Killett Johsua	3112 Moonbeam Cir S	Colorado Springs
Red Man Enterprises Inc.	3730 Sinton Rd. Unit 219	Colorado Springs
Systems Research Group Inc	740 Wooten Road Suite 108	Colorado Springs
Ecomvergence Inc	17820 New London Rd	Monument
Active Plumbing & Heating, Inc.	150 Talamine Court	Colorado Springs
Commercial Cleaning Technicians, Inc	415 N. Union Blvd	Colorado Springs
Red Beam Software Inc	3852 Clovergate Dr	Colorado Springs
Sqv Technologies Inc	8311 Old Exchange Drive	Colorado Springs
Sigmattech, Inc.	1330 Inverness Drive	Colorado Springs
Info Tech Solutions Ltd	4465 Northpark Dr Ste 304	Colorado Springs
National Systems & Research Co	5385 Mark Dabling Blvd	Colorado Springs
Tnt Software Consultants, Inc.	590 Highway 105, #124	Monument
Airmonte Environmental Abatement, Inc.	1821 Chapel Hills Drive	Colorado Springs
Ana I Golden Inc	818 N Tejon St	Colorado Springs
Mosaic Military Supply Connection	2716 Flintridge Dr.	Colorado Springs
Arrowhead Electric Supply Inc.	1354 Ford Street	Colorado Springs
A.J.S Cleaning	6870 Arctic Place	Colorado Springs
Dataequip Inc	4465 Northpark Dr Ste 304	Colorado Springs
Artemis Technical Services	5615 Del Paz Dr.	Colorado Springs
Distributed Environment Solutions, Inc	16590 Pettigrew Place	Monument
Management Systems Technology	5525 Erindale Dr Ste 116	Colorado Springs
Peoples Cleaning Service, Inc.	3617 Betty Dr. Suite D & E	Colorado Springs

## Minority Owned Businesses in El Paso County

Company Name	Address	City
Focused Logistics, Inc	10 Boulder Crescent,	Colorado Springs
Integrated Metal Systems, Llc	818 South Wahsatch Avenue	Colorado Springs
Plaque World	683 N Murray Blvd	Colorado Springs
Eastern Colorado Builders, Inc.	5170 N. Union 3	Colorado Springs
Breckenridge Group Inc Th	15110 Steinbeck Ln	Colorado Springs
Komen Colorado Corp.	1863 North Circle Drive	Colorado Springs
Precision Systems Inc	15015 Hilton Head Ct	Colorado Springs
Artemis Technical Services	5615 Del Paz	Colorado Springs
Infolink Solutions, Inc.	7253 Westerner Drive	Colorado Springs
J Martinez Construction Inc	1110 Elkton Dr Suite F	Colorado Springs
Queen S Puresence	1936 S Academy Blvd	Colorado Springs
Specpro, Inc.	4575 Galley Road, Suite 100b	Colorado Springs
Calibre Manufacturing, Inc.	1180 Valley St	Colorado Springs
Process Nexus	6120 Bestview Way	Colorado Springs
John L Hooker	2007 Capulin Dr	Colorado Springs
Crescendo Business Services	7255 Cotton Drive	Colorado Springs
Portal Solutions Technology, Inc.	814 Point Of The Pines Dr.	Colorado Springs
Colorado Combat Hapkido Academy	4410 Moonlight Drive	Colorado Springs
Ppg Consulting Service, Llc.	2790 N. Academy Blvd., Suite 347	Colorado Springs
Rmb Products Inc	1201 Rmb Court	Fountain
Shekinah Profesional Services	2051 B St	Colorado Springs
Analytical Systems Inc	1785 N Academy Blvd Suite 111	Colorado Springs
Tri-Gon Precision, Inc.	820 South Sahwatch	Colorado Springs
B & J General Contractors Inc.	912- North Circle Drive	Colorado Springs
Unique Digital Systems Incorporated	P.O. Box 27	Colorado Springs
Z Best Vending Inc	1635 Plowman Pl	Monument
Service Resource Agency Inc	5620 Escapardo Way	Colorado Springs
Optimacy Corporation	308 East Monument Street	Colorado Springs

## Minority Owned Businesses in El Paso County

Company Name	Address	City
Tranex Inc	2350 Executive Cir	Colorado Springs
Torres/Bryan Joint Venture, Llc	207 Sutton Lane	Colorado Springs
Specpro, Inc. (Formerly Vista Technologies Inc.)	4575 Galley Road, Suite 100b	Colorado Springs
El Paso County Electric Company	5050 Marabou Way	Colorado Springs
B & T Services, Inc.	2920 Wyatt Street	Colorado Springs
Highland Design Group	7811 Old Spec Rd.	Peyton
Shin Kaishi, Etc	4107 Channing Place	Colorado Springs
Alliance General Contractors, L.L.C.	4720 Forge Rd Ste 106	Colorado Springs
The Centurion Group, Inc.	8041 Horizon Dr.	Colorado Springs
Zehcnas, Inc	412 S Tejon Ste 200 A	Colorado Springs
El Monte Stucco	2502 Bennett Ave	Colorado Springs
Vci Inc.	1500 Garden Of The Gods Road	Colorado Springs
J & J Carpet & Upholster Cleaning	3660 Tapestry Terrace	Colorado Springs
Saletronics Inc	3106 Century St	Colorado Springs
Sirius Project Solutions Inc	7926 Fort Smith Rd	Peyton
Vallejo Consulting Inc.	14155 Holmes Road	Colorado Springs
Liv Taylor Interiors, Inc.	725 E Platte Ave	Colorado Springs
Splat Masters Paintball, Llc.	6855 Constitution Ave.	Colorado Springs
Engineering Systems Technology, Inc.	4835 Langdale Way	Colorado Springs
Hawk Aviation Inc.	8180 Cessna Dr.	Peyton
Adam Barron Painting Inc	2345 Academy Place, #105	Colorado Springs
Us Glass Company	3446 Foxridge Dr	Colorado Springs
Archive Management, Inc.	1229 Lake Plaza Dr. Suite D	Colorado Springs
Techwise Training	4740 Flintridge Dr. Suite 222	Colorado Springs
Smi International	5520 Tech Center Drive	Colorado Springs
Apex Piping Llc	2530 Snowbird Ct	Colorado Springs
Amex Electric Co	3240 Chestnut Glen Lane	Colorado Springs
Computer Technology Associates, Inc.	7150 Campus Drive.	Colorado Springs

## Minority Owned Businesses in El Paso County

Company Name	Address	City
Infinity Systems Engineering, Llc.	6385 Corporate Drive, Suite 306	Colorado Springs
Hawpe Construction Inc	3730 Sinton Rd., Suite 219	Colorado Springs
Bt Companies Inc.	2600 E. Platte Pl.	Colorado Springs
Studio Z	3214 W Pikes Peak Ave	Colorado Springs
Robbins Consulting Inc	2 Stover Lane	Manitou Springs
All Modular Installations	312 West Fillmore Street	Colorado Springs
Hoffler & Associates Inc	6035 Erin Park Dr Ste 212	Colorado Spgs
Advanced Network Technologies	152 Everett Drive	Colorado Springs
Caring Nurses Of Colorado	9230 Chetwood Drive	Colorado Springs
Summit Container Corporation	901 Synthes Avenue	Monument
Incentive Marketing Inc	421 S Tejon St, Ste D-3	Colorado Springs
Solacium, Llc	3463 Cape Romain Dr	Colorado Springs
Qualtech Solutions Corp	308 East Monument St.	Colorado Springs
Ki, Llc	5475 Mark Dabling Blvd., Suite 100	Colorado Springs
Comprehensive Business Solutions, Llc	6244 Twin Oaks Drive Suite 2204	Colorado Springs
Mallett Enterprises Inc	4535 Jet Wing Cir W	Colorado Springs
United Building Maintenance Company	3812 E Pikes Peak Ave Suite 203	Colorado Springs
Rocky Mountain Industrial Supplies, Inc.	3645 Jeannine Dr, Suite 101	Colorado Springs
Vigil & Associate	40 Saddlehorn Trail	Monument
Imperial Janitorialco., Inc.	11700 Peaceful Valley Rd.	Colorado Springs
Powers Painting Inc	5182 Bitterweed Ln	Colorado Springs
Integrity Networking Systems, Inc	4045 Nonchalant Circle South	Colorado Springs
Floyd Torres	535 Air Ln	Colorado Springs
Gnn International	1185 Hole Cir	Colorado Springs
Eni Inc	1500 Garden Of The Gods R	Colorado Springs



ATTACHMENT B

# Meeting Summaries

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# Executive Summary

On May 16, 2000, the Colorado Department of Transportation (CDOT) and the design team of Wilson & Company (WCEA) and Felsburg, Holt & Ullevig (FHU) held a public open house for the Cimarron-Bijou Improvement Project. The open house was held at First Presbyterian Church in Colorado Springs, between the hours of 4 and 7 p.m. Seven representatives from CDOT, five from WCEA, four from FHU and two from PRACO were in attendance to assist the public during the open house. Sixty-five participants signed into the public record.

Twenty-eight display boards were prepared for the open house, including aerials of each shortlisted and eliminated alternative, and numerous text boards and comparison information. A computer simulation of the I-25 over Bijou concept was also included in the presentation boards. Handouts included a Fact Sheet and a list of contacts on the project. Public comment forms included a "What do you think?" sheet addressing individual alternatives and a general Comment Sheet on the meeting arrangements.

Overall, the public seemed very pleased with the open house, both at the level of information presented and the overall progress of the Cimarron-Bijou project.

Below is a brief summary of public comment on each remaining alternative:

- A) Bijou Expanded Diamond and Cimarron Diamond:** The public comment favored this alternative over the others. There was some concern about the proximity of I-25 to the office complex at Spruce Street as well as the realistic ability of other agencies to participate in the cost-sharing for the future Eastbound Bijou Viaduct.
- B) Bijou Diamond and Cimarron Diamond with future Flyover:** This alternative was the second choice of the public with the future flyover as a popular feature of this alternative. Pedestrian access and noise were the chief concerns of the public.
- C) Bijou Diamond and Cimarron Diamond:** Generally, comment on this alternative was in opposition to keeping I-25 under Bijou. The public seems to support the Diamond design, but prefers I-25 over Bijou.
- D) Bijou Urban and Cimarron Diamond:** As is consistent with the regional perception of Urban interchanges, the public was generally opposed to this option.
- E) No Bijou Interchange and Cimarron Split Diamond:** The public was resoundingly opposed to this option because of the removal of existing access from Bijou into downtown and the additional traffic on Colorado Avenue.

## Representation:

- |   |                              |
|---|------------------------------|
| 34 - self   |                              |
| 2 - Trails and Open Space                           | 10 - businesses              |
| 2 - Home Owner Associations                         | 3 - media                    |
| (Windjammer, Organization of Westside Neighbors)    | 4 - El Paso County           |
| 1 - Downtown BID                                    | 2 - PPACG                    |
| 1 - Diocese of Colorado Springs                     | 1 - Colorado College         |
| 2 - Pikes Peak Historic Surface Railroad Foundation | 4 - City of Colorado Springs |



**CIMARRON - BIJOU PROJECT**

**WILSON & COMPANY** FELSBERG, HOLT & ULLEVIG

**CDOT**

# Executive Summary continued

## Purpose of the Open House:

As part of its public involvement process, the Colorado Department of Transportation (CDOT) held an open house to continue the communication process launched during the first Cimarron-Bijou open house on October 14, 1999. The purpose of this meeting was to brief the public in the status of the project, discuss the alternatives evaluation process and timeline and gather public input on the remaining alternatives.

## Open House Format:

Date: May 16, 2000

Time: 4 -7 p.m.

Location: First Presbyterian Church  
219 East Bijou Street  
Colorado Springs, Colorado

The following stations were used to illustrate the Cimarron-Bijou project:

1. Welcome  
Please Sign In  
What we need from you  
I-25 Traffic Volumes by Milepost - Current and Future  
I-25 Corridor Improvements Project Map
2. Cimarron-Bijou Project  
Cimarron-Bijou Project Aerial  
Why Improve Interchanges  
Project Constraints  
Explanation of Evaluation Criteria  
Public Involvement Process Timeline
3. Short-listed Alternatives  
Bijou Expanded Diamond with Cimarron Diamond  
Bijou Diamond with Cimarron Diamond and Future Cimarron Flyover  
Bijou Diamond (Bijou under) with Cimarron Diamond  
Bijou Urban with Cimarron Diamond  
No Bijou Interchange with Cimarron-Colorado Split Diamond  
Comparison of Alternatives  
2020 Traffic - Average Delay/LOS
4. Eliminated Alternatives  
Bijou Expanded Diamond  
Cimarron Partial Clover Leaf 1  
Cimarron Partial Clover Leaf 2  
Cimarron Partial Clover Leaf 3  
Cimarron Urban  
Combined - C/D Ramps
5. Your Comments Here



**CIMARRON - BIJOU PROJECT**

**WILSON & COMPANY**  **HUSBERG ROY & BELLEVUE**

**CDOT**

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## Executive Summary continued

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### Advance Notice of Open House:

The open house was promoted and advertised through various communications formats.

A newsletter for the Cimarron-Bijou Improvement Project was mailed to approximately 3,500 addresses in February as a summary of the October meeting and an announcement of a spring 2000 meeting. As a follow up to this newsletter, a postcard formally announcing the May meeting was mailed to over 4,000 addresses. Included in this mailing were the databases from the Corridor Notebook, Bijou/Fillmore, Cimarron-Bijou, Environmental Assessment and a Zip+4 drop from Mailing Services, Inc.

A press release was sent to major broadcast and print media, including the *Gazette*, KKTU, KOAA, KRDO, KKCS FM, KCLI/KVUU, MetroNetworks, KVOR AM and KRDO FM.

Advertisements of the meeting were run in the following publications:

<i>Gazette:</i>	May 12 & 14, 2000
<i>Hispania:</i>	May 10, 2000
<i>Colorado Springs Business Journal:</i>	May 12, 2000
<i>The Independent:</i>	May 11-17, 2000

In addition, a presentation was made to the Colorado Springs Downtown Partnership on April 27, 2000.

### Future Public Involvement/Communications Planned:

Potential Newsletter mailed in mid-June

\* summary of May meeting, explanation of remaining alternatives, etc.

Postcard invitation to third open house

Third open house (July, 2000)

Final newsletter announcing selected alternative and future project schedule.



**CIMARRON - BIJOU PROJECT**

**WILSON & COMPANY**  **RESBURG HOLT & BULLIVE**

**CDOT**

## OPEN HOUSE REPORT

### PURPOSE OF OPEN HOUSE

As part of its public involvement process, The Colorado Department of Transportation (CDOT) held an open house in order to launch the communication process for the Fillmore / I-25 Interchange project. The purpose of the November 15 meeting was to brief the public on the Fillmore interchange. Two options were presented for feedback on each of the following: I-25 / Fillmore interchange, Chestnut Street and Sinton Road. The public was asked to comment on each option.

### OPEN HOUSE FORMAT

**Date:** Thursday, November 15, 2000  
**Time:** 4 - 7 p.m.  
**Location:** Ramada Inn

Representatives from CDOT and Wilson & Company attended the meeting to guide the public and to answer questions.

### DISPLAYS:

The following was displayed at the meeting (see appendix A):

1. Registration Table
  - Displays: Welcome To Fillmore Interchange Public Meeting  
Please Sign In  
What We Need From You
  - Handouts: Sign-In Sheets  
Comment Forms (Input Form On Alternatives, Meeting Analysis Form)
2. Displays:
  - Status Map
  - Evaluation Criteria
  - Process Timeline
  - Eliminated Interchange Alternatives
    - Frontage Road Slip Ramps, all quadrants*
    - Frontage Road Slip Ramps, 2 quadrants*
    - Fillmore / Mesa Valley Road connection*
  - Eliminated Chestnut Street Alternatives
    - Chestnut Street w/ Cul De Sacs*
    - Chestnut Street w/ right in, right out*
  - Fillmore Diamond Interchange
  - Fillmore Urban Interchange
  - Sinton Road Alternatives
    - Sinton in Current Location*
    - Sinton Under Fillmore*

Chestnut Street Alternatives  
*Offset Chestnut*  
*Chestnut Under Fillmore*  
Fillmore Profile

**ADVANCE NOTICE OF OPEN HOUSE**

The open house was advertised and promoted to the public through various modes of communication. A database was compiled of businesses and residents in the vicinity of the project. Postcard invitations were mailed out to approximately 6,000 addresses on November 7 and 10. (See appendix B)

Advertisements of the meeting were placed in the following publications on the following dates:

<i>Gazette</i>	11/12/00 main, 11/14/00, main
<i>Hispania</i>	11/9/00
<i>The Independent</i>	11/9/00

Because the concept designs show impact to surrounding property owners, meetings were conducted with them to discuss potential impacts and the process of right of way acquisition. Present at each meeting were: Steve Droge (CDOT), Don Garcia (CDOT), Jim Sanders (WCEA) and Marylou Berg (WCEA). 24 letters were sent to property owners, and 10 meetings were held (see appendix D).

A memo was sent to City Council on October 31, 2000 announcing the open house (see appendix B).

**MEDIA**

A media advisory was sent to all print, broadcast and radio news outlets in the area, including: the *Gazette*, KKTV, KOAA, KRDO, and Metro Networks. (See appendix B)

**Results:**

November 14 – *The Gazette* –reported the time and date of the open house and reported possible improvements made by the project.

**FUTURE PUBLIC INVOLVEMENT / COMMUNICATIONS PLANNED**

- Presentation to Mesa Springs HOA in January
- Potential Newsletter to be mailed out in January.
- Second open house tentatively scheduled for February
- Postcard mailing to invite the public to the final open house in April
- Final meeting to announce selected alternative tentatively scheduled for April

## **OPEN HOUSE REPORT**

### **PURPOSE OF OPEN HOUSE**

As part of its public involvement process, The Colorado Department of Transportation (CDOT) held an open house on February 22, 2001 in order to continue the communication process launched on November 15, 2000 (see report on that meeting). Two options were presented for the Fillmore Interchange, four options were presented for the Chestnut Street intersection and two options were presented for the Sinton Road intersection. The public was asked to comment on each option.

Sixty-six people attended the February 22<sup>nd</sup> meeting. Twenty-four comment sheets were filled out (See Tab "A").

### **OPEN HOUSE FORMAT**

**Date:** Thursday, February 22, 2001  
**Time:** 4 – 7 P.M.  
**Location:** Ramada Inn

Representatives from CDOT and Wilson & Company were in attendance to guide the public and answer questions.

### **Displays:**

The following were displayed at the meeting (See Tab "B").

1. **Registration Table**  
**Displays:** Welcome to the Fillmore Interchange Public Meeting  
Please Sign In  
  
**Handouts:** Sign-In Sheets  
(2) Comment Forms (Input Form On Alternatives, Meeting Analysis Form)  
"Fact Sheets"  
Project Contact Sheets  
Spring 2001 Fillmore Interchange Newsletter
2. **Meeting Room**  
**Displays:** Status Map  
Evaluation Criteria  
What We Need From You  
Corridor Map  
Interchange Timeline  
Proposed Action Comparison

Raised Fillmore Profile  
Low Fillmore Profile  
Sim Traffic (explanation and display)  
Alternative Boards:

*Urban Interchange with Sinton and Chestnut under  
Fillmore with Ellston Bypass  
Diamond Interchange with Sinton and Chestnut Offset  
Diamond Interchange with Sinton and Chestnut under  
Fillmore with Ellston Bypass  
Diamond Interchange with Sinton Offset and Chestnut  
single loop  
Ellston Bypass*

3 Boards used by Doug Eberhart for EA discussion  
*Recommended Improvements  
Long-term Capacity  
Environmental Investigation*

### **ADVANCE NOTICE OF OPEN HOUSE**

The open house was advertised and promoted to the public through various modes of communication. A database was compiled of businesses and residents in the vicinity of the project. Newsletters were mailed to approximately 6000 residential addresses, within the boundaries of Nevada Avenue, Jackson Street, Centennial Boulevard and Garden of the Gods Road, on February 14, 2001. In addition, 219 addresses were taken from the WCEA database. These include citizens who requested their addresses be added to the Fillmore Interchange mailing list, citizens who attended the November 15, 2000 Fillmore meeting and impacted property and business owners. (See Tab "C")

Advertisements of the meeting were placed in the following publications on the following dates:

<i>The Independent</i>	2/15/01
<i>Hispania</i>	2/15/01
<i>Gazette</i>	2/18/01 and 2/21/01

As further preparation for the open house, a meeting was held on January 9, 2001 with the Mesa Springs Home Owner's Association. Present at the meeting were Jim Sanders and Don Garcia.

A meeting was held with Richard Sonntag, owner of The Palmer House, to discuss potential impacts to his property on February 15, 2001. Present were Jim Sanders and Don Garcia.

### **MEDIA**

A press release was distributed to local, weekly print publications on February 16, 2001 and to the *Gazette* and to local TV and radio stations, including KKTU, KOAA, KRDO and Metro Networks, on February 20, 2001. (See Tab "D")

No members of the media were in attendance at the February 22<sup>nd</sup> meeting.

#### **FUTURE PUBLIC INVOLVEMENT / COMMUNICATIONS PLANNED**

- Presentation to Holland Park HOA tentatively scheduled for March 22, 2001
- Final Public Meeting to present proposed action (tentatively scheduled for April)

#### **NON-WRITTEN COMMENTS**

#### **(SUMMARIZED BY PROJECT MANAGER, JIM SANDERS)**

When speaking with most people at the open house, there was a strong indication they did not like the Ellston by-pass scenario once they understood the inconvenience of it. Others indicated they liked the Urban interchange with Sinton and Chestnut under Fillmore because there would be only one signal light. Most people wanted Sinton under Fillmore rather than the offset/signal alternative. I did not get any indication which Chestnut option they preferred.

## **FILLMORE OPEN HOUSE EXECUTIVE SUMMARY**

### **PURPOSE OF OPEN HOUSE**

As part of its public involvement process, aimed at continuing communication regarding the Fillmore/I-25 interchange, the Colorado Department of Transportation (CDOT) held the third open house on June 14, 2001. Previous open houses were held on November 15, 2000 and February 22, 2001. The purpose of the June 14 meeting was to present the proposed action for the Fillmore interchange and the Chestnut Street and Sinton Road intersections.

### **OPEN HOUSE FORMAT**

**Date:** Thursday, June 14, 2001

**Time:** 4 – 7 p.m.

**Location:** Ramada Inn, 3125 Sinton Road, Colorado Springs

Representatives from CDOT and Wilson & Company (WCEA) attended the meeting to guide the public and to answer questions.

### **DISPLAYS**

Following are the displays and handouts used at the meeting  
(See Appendix A):

1. Registration Table

Displays: Welcome-Please Sign In  
Tell Us What You Think

Handouts: Sign-In Sheets  
Comment Forms  
Fact Sheets  
Contact Sheets  
Right-of-Way Brochures (business and residential)  
Environmental Assessment Brochures

2. Displays:

Interchange Timeline  
Fillmore Interchange – Proposed Action  
Low Fillmore Profile  
Evaluation Criteria  
Proposed Action Comparison  
November 15, 2000 Alternatives  
February 22, 2001 Alternatives  
Sinton Road Intersection  
Sim Traffic

(2 Environmental Boards)  
Recommended Improvements  
Environmental Investigations

**ADVANCE NOTICE OF OPEN HOUSE**

The open house was advertised and promoted to the public via various modes of communication. WCEA's database for the Fillmore project (See Appendix B) was combined with the residential mailing list of mail-house MSI. The parameters of the mailing list from MSI were Centennial Boulevard to the west, Garden of the Gods Road to the north, Nevada Avenue to the East and Jackson Street to the south. A postcard invitation was sent to the combined, approximately 6,000, addresses on May 31, 2001 (See Appendix B).

Advertisements for the meeting were placed in the following publications on the following dates (See Appendix B):

<i>Gazette</i>	06/10/01	and	06/13/01
<i>Hispania</i>	06/14/01		
<i>The Independent</i>	06/14/01		

**PRESS RELEASE**

On June 11, 2001 a press release was sent to all print, broadcast and radio news outlets in the area, including: the *Gazette*, KKTU, KOAA, KRDO and Metro Networks (See Appendix C).

In addition to the press release, the *Gazette* ran an article about the project in its June 13, 2001 edition. (See Appendix C)

A reporter and cameraman from Channel 13, KRDO attended the open house and interviewed project manager Jim Sanders. The interview was broadcast that evening during the 10:00 p.m. newscast. Additional coverage was done the following day on the same channel, as well as Channel 11, KKTU.

**OPEN HOUSE ATTENDANCE**

Sixty-nine citizens signed-in at the open house. Also in attendance were nine team members from CDOT and WCEA (See Appendix D).

Completed comment forms were received by 29 attendees (See Appendix D). The issue most commonly addressed was property acquisition. This is of particular interest to those property owners on Parker Street where ROW

needs will necessitate the buy-out of some homes and where design indicates a cul de sac will be added to the street just south of Fillmore.

#### **IMPACTED PROPERTIES**

Because the proposed action shows impacts to surrounding property owners, meetings were held with them, prior to the open house, to discuss potential impacts and the process of Right-of-Way (ROW) acquisition. James Flohr (CDOT), Don Garcia (CDOT), Jim Sanders (WCEA) Steve Droge (WCEA), Al Pavol (WCEA), Samilja Proper (WCEA) and Marylou Berg (WCEA) attended the meetings.

Thirty-one letters were sent to property owners on May 16, 2001, and follow-up calls were made the following week. Eight meetings were held between June 7 and June 13 (**See Appendix E**).

#### **FUTURE PUBLIC INVOLVEMENT/COMMUNICATIONS PLANNED**

- A wrap-up newsletter, summarizing the information given at the June 14 meeting, will be mailed
- A series of nine neighborhood noise meetings, along the I25 corridor, are scheduled for July
- An EA meeting is tentatively scheduled for August
- Those attendees who requested it, will be added to the Environmental Assessment mailing list.

## **Executive Summary**

On March 1, 2001, the Colorado Department of Transportation (CDOT) and the design team of Wilson & Company (WCEA) and Felsburg, Holt & Ullevig (FHU) held a public open house for the Cimarron-Bijou Improvement Project. The open house was held at the First Presbyterian Church in Colorado Springs, between the hours of 4 and 7 p.m. Thirteen representatives from CDOT, WCEA and FHU were in attendance to assist the public during the open house. Forty-six participants signed into the public record. Nineteen comment sheets were filled out (see appendix C).

Thirty-one boards were prepared for the March open house, including aerials of the proposed action, eliminated alternatives, and numerous text boards and comparison information. Handouts included a "What's Next?" sheet and a list of contacts on the project. Public comment forms included a general comment sheet (see appendix C).

Overall, the public seemed very pleased with the open house, both at the level of information presented and the overall progress of the Cimarron-Bijou project.

### **Representation:**

- 10 – Self
- 2 – Old North End Neighborhood
- 2 – St. Mary's Cathedral
- 1 – American numismatic Association
- 1 – O.W.N.
- 1 – TOPS
- 1 – El Paso County Government

### **Purpose of the Open House:**

As part of its public involvement process, the Colorado Department of Transportation (CDOT) held an open house to continue the communication process launched during the first Cimarron-Bijou open house, held in October 1999, continued with the second in May 2000 and the third in November 2000. The purpose of this meeting was to announce the proposed action, the Bijou Tight Diamond and Cimarron Diamond, and to gather public input prior to the preliminary design of the concept (see reports on earlier meetings).

### **Open House Format:**

Date: March 1, 2001

Time: 4 – 7 p.m.

Location: First Presbyterian Church  
219 East Bijou Street  
Colorado Springs, Colorado

## **Executive Summary (continued)**

The following stations were used to illustrate the Cimarron-Bijou project (see appendix A for actual illustrations):

1. Welcome  
Please Sign In  
What We Need From You
  
2. Proposed Action  
Bijou Over Under  
Project Constraints  
Evaluation Criteria  
Process Timeline  
Bijou Tight Diamond  
Bijou Tight Diamond Bike and Pedestrian  
Four Eliminated Boards  
Cimarron Diamond  
Cimarron Diamond Bike and Pedestrian  
Bijou Tight Diamond, Cimarron Diamond  
Historic Resources  
Comparison Matrix  
Typical Section Bijou  
Typical Section Cimarron  
Stakeholders  
Corridor Map  
Website Address
  
3. CorSim  
CorSim Explanation  
CorSim – Computer Simulation  
Sensitivity Analysis  
Traffic Operation 2020  
Traffic Operation Existing and 2020 No Build  
LOS Explanation
  
4. Environmental Assessment  
Recommended Improvements  
Long Term Capacity  
Environmental Investigations

## Executive Summary (Continued)

### **Advance Notice of Open House**

The open house was promoted and advertised through various communications formats.

A postcard (see appendix B) for the Cimarron-Bijou Improvement Project was mailed to approximately 4,000 addresses as a summary of the November 2000 meeting and an announcement of the Proposed Action. As a follow up to this postcard, a newsletter (see appendix B) formally announcing the March 1, 2001, meeting was mailed to 4,000 residential and business addresses gathered from tax records, public meetings and requests for inclusion over the life of the project.

A press release (see appendix B) was sent to major broadcast and print media, including the Gazette, KKTV, KOAA, KRDO, KKCS FM, KCLI/KVUU, MetroNetworks, KVOR AM and KRDO FM.

KRDOTV attended the meeting and interviewed Project Manager James Brady. Portions of the interview were aired on KRDO Channel 13 on March 1 and 2 (tape of the interview is available in I-25 document central).

Advertisements (see appendix B) of the meeting were run in the following publications:

<i>Gazette:</i>	February 25 & 28
<i>Hispania:</i>	February 22
<i>Colorado Springs Business Journal:</i>	February 22
<i>The Independent:</i>	February 22

In addition, a presentation was made to the Colorado Springs City Council on February 12, 2001.

### **Future Public Involvement/Communications Planned:**

- Small group meetings will be scheduled with stakeholders such as Colorado Springs Park and Recreation, Colorado Springs Downtown Partnership, Colorado Springs Catholic Diocese, Friends of Monument Valley Park and Confluence Park.
- Coordination will take place with the Environmental Assessment Public Involvement effort as well.

## Executive Summary of Cimarron – Bijou Project Open House Public Comments Summary

### Preface

On October 14, 1999, the Colorado Department of Transportation (CDOT) and the design team of Wilson & Company (WCEA) and Felsburg, Holt & Ullevig (FHU) held a public open house for the Cimarron-Bijou Project. The open house was held at First United Methodist Church in Colorado Springs, between the hours of 4 and 7 p.m. Nine representatives from CDOT, six from WCEA, three from FHU and two from PRACO were in attendance to assist the public during the open house. Sixty-one participants formally signed into the public record while an estimated five additional did not sign in bringing the total to approximately 66 total attendees.

Thirty-four display boards were prepared for the open house, including aerials of each alternative and text boards highlighting important contextual information. Reprints of the text boards were available as five handouts as well as a Comment Form and a "What do you think?" comment sheet that gave the public an opportunity to comment on each of the 17 alternatives. CDOT provided two pamphlets on the ROW acquisition process, but no copies were requested by attendees.

Overall, the public seemed very pleased with the open house—both in content and venue. Although only six Comment Forms were submitted, all reflected positive comments on the meeting. Additionally, numerous positive comments from the public were received through discussions with the design team members.

### Comments Summary

Although it is difficult to quantify categorical information, the public comment forms were able to provide a somewhat accurate summary of the sentiment of the attendees. A more detailed matrix of public comment is found on page 17 of this summary, but here are a few of the key findings:

- **Cimarron Alternatives** – In considering the total of the positive comments, the public rated the Partial Clover Leaf 2 and the Urban as the preferred alternatives. Taking a ratio of both positive and negative comments into consideration, the public rated the Urban as the preferred alternative. Recurring concerns included impacts to Confluence Park, ROW/property impacts, elevation rise of the interchange and associated noise.
- **Bijou Alternatives** - In considering the total of the positive comments, the public rated the Diamond 1 as the preferred alternative. Taking a ratio of both positive and negative comments into consideration, the public rated the Diamond 1 as the preferred alternative. Recurring concerns included ROW/property impacts, cost, traffic operations, noise and elevation rise of the interchange.
- **Colorado Alternatives** - In considering the total of the positive comments, the public rated the Diamond as the preferred alternative. Taking a ratio of both positive and negative comments into consideration, the public rated the Partial Clover as the preferred alternative. Recurring concerns included ROW/property impacts and traffic impacts.
- **Combined Alternatives** - In considering the total of the positive comments, the public rated the C-D Ramps as the preferred alternative. Taking a ratio of both positive and negative comments into consideration, the public rated the C-D Ramps as the preferred alternative. Recurring concerns included ROW/property impacts and cost.

Negative public sentiment for an additional interchange at Colorado Avenue was very high.

Public sentiment in opposition to alternatives that showed impacts to Confluence Park was also quite high. Although a number of negative comments on these alternatives were received from members of the Downtown Partnership, the B.I.D. and the City of Colorado Springs—either written or verbal—it is clear from the Comment Sheets that the public does not favor those alternatives that will negatively impact Confluence Park. Visual impact, noise, interference with the confluence of the Creeks, access to the future park site and conflict with the proposed trolley were among the concerns expressed.

In summarizing public comment, it becomes clear that most feel a preference for improving the Cimarron/SH 24 interchange and the Bijou Street interchange. Although the C-D Ramps alternative was the favorite of the Combined Alternatives, the general message was to leave Colorado Avenue alone and work on fixing the Cimarron and Bijou interchanges through the more conventional Clover Leaf or Diamond configurations.

### Representation

The largest percentage of those signed in--approximately 41%--were not affiliated with a particular organization or business. Of those, a large majority are residents located on the west side of I-25. Similarly, the next largest group--businesses at 15%--were most represented by those located west of the interstate. The Downtown Partnership and the B.I.D. were the only representatives of the business community east of the interstate.

The Organization of Westside Neighbors had the largest presence of those representing Home Owners Associations. Representatives of Mesa Springs, Old North End and Upper Shooks Run Neighborhood Associations were also present.

Representatives from the City of Colorado Springs included Jim Hauk, Paul Butcher, Craig Blewitt and Chuck Miller. El Paso County Commissioner Chuck Brown was in attendance as was CDOT Transportation Commissioner Dan Stuart, Rob McDonald of PPACG and Brenda Hawley of the Pikes Peak Library District.

## **OPEN HOUSE REPORT**

As part of its public involvement process, The Colorado Department of Transportation (CDOT) held an open house in order to continue the communication process launched in October 1999, and continued in May 1999 (see reports on those meetings).

62 people attended the November 9 meeting. 55 comment sheets were filled out. (See appendix C)

### **PURPOSE OF OPEN HOUSE**

The primary purpose of the November 9 meeting was to present and seek out public input on the two final alternatives for the Bijou / I-25 interchange. Additionally, the selected alternative for the Cimarron Interchange and the issue of I-25 remaining under Bijou were presented.

### **OPEN HOUSE FORMAT**

**Date:** Thursday, November 9, 2000  
**Time:** 4 - 7 p.m.  
**Location:** Palmer High School (commons)  
301 N. Nevada Avenue  
Colorado Springs, CO

Representatives from CDOT, Wilson & Company and Fellsburg, Holt and Ullevig (FHU) attended the meeting to guide the public and to answer questions.

### **DISPLAYS:**

The following was displayed at the meeting (see appendix A):

1. **Registration Table**
  - Displays:** Welcome To Cimarron / Bijou Public Meeting  
Please Sign In  
What We Need From You
  - Handouts:** Sign-In Sheets  
Comment Forms (Input Form On 2 Alternatives, Meeting Analysis Form)
2. **Displays:** Project Constraints  
Monument Valley Park  
I-25 Over Or Under Bijou  
Process Timeline  
Evaluation Criteria  
Bijou Tight Diamond  
Bijou Tight Diamond Showing Cimarron  
Bijou Expanded Diamond  
Bijou Expanded Diamond Showing Cimarron  
Kiowa Park View  
Comparison Chart  
Bijou Travel Time

Level Of Service Definition  
CORSIM Explanation

CORSIM was utilized to show participants how traffic would move through the tight and expanded diamond options.

**ADVANCE NOTICE OF OPEN HOUSE**

The open house was advertised and promoted to the public through various modes of communication. A database was compiled of businesses and residents in the vicinity of the project. Any members of the community who requested they be put on the mailing list also received cards. Postcard invitations were mailed out to approximately 3,500 addresses on November 3. (See appendix B)

Advertisements of the meeting were placed in the following publications on the following dates:

<i>Gazette</i>	11/6/00 – local, 11/8/00 - main
<i>Hispania</i>	11/1/00
<i>Colorado Springs Business Journal</i>	11/3/00
<i>The Independent</i>	11/2/00

Presentations were made to the following stakeholders:

Economic Development Corporation

Confluence Park

St. Mary's Cathedral

(See Appendix D for reports detailing these meetings.)

A memo was sent to City Council on October 31, 2000 announcing the open house (see appendix B).

**Media**

A media advisory was sent to all print, broadcast and radio news outlets in the area, including: the *Gazette*, KKTV, KOAA, KRDO, and Metro Networks. (See appendix B)

**Results:**

November 6 – *The Gazette* – Jeremy Meyer reported the time and date of the open house and reported that I-25 will remain under Bijou Street.

A reporter from KRDO-TV interviewed Dave Poling at the meeting, but the interview was never aired.

**Future Public Involvement / Communications Planned**

Presentation to Parks and Recreation Advisory Board, November 20

Presentation to Informal Council Meeting, November 27

Potential Newsletter to be mailed out in January.

Final open house tentatively scheduled for March

Postcard mailing to invite the public to the final open house in February

Final newsletter announcing selected Bijou alternative and future project schedule



ATTACHMENT C

# Alternatives Analysis

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# Proposed Action Comparison

	TRAFFIC OPERATION	COST	CONSTRUCTIBILITY	ROW IMPACT
<b>INTERCHANGE</b>				
URBAN	AVERAGE	HIGH	MODERATE	LOW
* <b>DIAMOND</b>	GOOD	MODERATE	GOOD	LOW
<b>CHESTNUT</b>				
* <b>GRADE SEPARATION</b>	GOOD	MODERATE-HIGH	MODERATE	MODERATE-HIGH
OFFSET	AVERAGE	HIGH	DIFFICULT	HIGH
SINGLE LOOP	MARGINAL TO AVERAGE	HIGH	DIFFICULT	HIGH
<b>SINTON</b>				
GRADE SEPARATION	GOOD	HIGH	MODERATE	MODERATE
OFFSET W/SIGNAL	FAILING	LOW	GOOD	MODERATE
* <b>OFFSET W/EXISTING MOVEMENTS</b>	AVERAGE	LOW	GOOD	MODERATE



\* PROPOSED ACTION

## Fillmore Interchange Project



# Evaluation of Shortlisted Concepts

	Bijou Tight Diamond <b>Proposed Action ✓</b>	Bijou Expanded Diamond	Bijou Urban	Cimarron Diamond <b>Proposed Action ✓</b>	Cimarron Diamond with Flyover	No Bijou Interchange w/ Cimarron Split Diamond
Parkland	No additional encroachment on park	Kiowa viaduct spans over park	No additional encroachment on park	No additional encroachment on park	No additional encroachment on park	Elimination of I-25 ramps at Bijou would lessen traffic through park area
Pedestrian Access	Sidewalk eliminated at west side of St. Mary's parking lot	Pedestrian and vehicle traffic is physically separated on Bijou	Difficult to accommodate pedestrians with Urban design	Pedestrian traffic on trail adjacent to Fountain Creek	Pedestrian traffic on trail adjacent to Fountain Creek	Pedestrian/vehicle conflict is minimized at Bijou
On-Street Bicycle Traffic	Eastbound bicycle traffic required to exit on-street route at Monument Valley Park	Bicycle traffic must cross Bijou, west of I-25	Eastbound bicycle traffic required to exit on-street route at Monument Valley Park	Bicycle traffic on trail adjacent to Fountain Creek	Bicycle traffic on trail adjacent to Fountain Creek	Bicycle/vehicle conflict is minimized at Bijou
Traffic Operations (Eastside am/pm: Westside am/pm)	Level of Service C/C:C/B	Level of Service B/B:B/B	Level of Service D/D (am/pm) <small>Only one intersection</small>	Level of Service C/B:C/B	Level of Service A/B:A/B*	Level of Service E/D:E/D at Colorado and D/E:D/E at Cimarron
Local Street Network	All current access maintained	Sierra Madre may be disconnected south of Kiowa, ends in cul-de-sac	All current access maintained	All current access maintained	*Requires interchange at 8th Street and Cimarron	Eliminates I-25 access to Bijou significantly changing downtown street network
Ease of Construction	Difficult	Options for phased construction, less difficult	Very Difficult	Difficult	Very Difficult	Very Difficult
Driver's Expectations	Diamond layout easiest to understand	Indirect route for eastbound Bijou to northbound I-25	Single-Point Urban causes some confusion	Diamond layout easiest to understand	Diamond layout easiest to understand	Split Diamond design well understood
Right-of-Way	Minimum	Parkland acquisition	Minimum	Impact on west side	Significant impact on west side	Significant impact on west side
Public Response	Positive	Significant opposition to new bridge over parkland	Negative	Positive	Positive	Significant public opposition
Cost Estimate	\$45 to \$49 Million	\$49 to \$53 Million	\$45 to \$49 Million	\$52 to \$56 Million	\$68 to \$71 Million, does not include interchange at 8th Street	\$105 to \$110 Million

