

## Speakout: Beltway 'propaganda' disputed

**By Lorraine Anderson**  
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Rob Medina's Speakout column of Aug. 21, "State wasting money on beltway," concerning the Northwest Corridor Environmental Impact Statement is full of false information regarding the process and the findings. Apparently, opponents of the beltway hope that if they say things often enough, they will become true.

The Colorado Department of Transportation, one of the sponsors of the project along with Federal Highway Administration, has consistently followed National Environmental Protection Act guidelines for conducting the process. In fact, all but one of the participants at a recent Corridor Consensus Committee meeting said the process has been fair and the data presented reliable. The mayor of the city of Golden was the only participant who remained silent.

There has been no study of the costs for the beltway because the preferred alternative has not been chosen. Medina is spouting pure propaganda when he talks about a price tag for a "superhighway." He apparently has chosen the alternative that suits him best and claims less cost and more benefit. Again, his conclusion is pure propaganda. There has not been a study conducted on the economic benefits of any alternative. That is not part of the process. Again, Medina's conclusion is purely hypothetical.

Mayor Karen Stuart of Broomfield, the chairman of the Parkway Board of Directors, clearly debunks Medina's idea that the Northwest Parkway is losing money. She reported recently that more than 12,000 vehicles a day are using the parkway and that they have just recently seen the 5 millionth user pass through the toll gate.

Transportation in the Northwest Corridor is a serious problem and will only get worse according to the studies conducted by CDOT and the Federal Highway Administration.

Arvada city officials are concerned that thousands of our citizens will be affected negatively if a direct connection is not built between the terminus of the Northwest Parkway and C-470. Studies show that in the next 20 years more than 55,000 vehicles per day will be trying to make the connection between these two highways. Arvada does not want this regional traffic on its neighborhood streets and arterials.

Plans for the last 45 years have shown a beltway around the Northwest Corridor. In fact, knowing that Colorado 93 would serve as a link in the future beltway, CDOT reserved approximately 300 feet of right of way along the highway to accommodate the beltway. This is a fact known by Golden and fully supported by them at one time.

Arvada wants to rely upon the integrity of the long-range planning of the state, counties, and municipalities that have recognized the urgency of preparing for the future and provide a completed beltway around the metropolitan Denver area.

*Lorraine Anderson is a member of the Arvada City Council*