

Summary of Public Comments
Comments Received from 4/27/10 – 9/19/11

Improved Partial Cloverleaf without Costilla Crossing Action Alternative and No Action Alternative

- The Improved Partial Cloverleaf doesn't move traffic away from the intersection
- Current configuration was recently completed using tax dollars – why do anything else?
- An improved interchange will only temporarily ease congestion
- The congestion will probably not get any worse, so no action should be taken
- The Improved Partial Cloverleaf is not worth the expense
- \$65 M seems very expensive for an Improved Partial Cloverleaf
- Concerned with widening of Arapahoe near Yosemite
- Adding turn lanes won't have an impact
- Widen only on the north side of Arapahoe Road - businesses can easily accommodate this and are the cause of the traffic anyway
- Don't allow widening of Arapahoe Road to eliminate the landscaping/sound barrier
- Additional lanes should only be added on the south side of Arapahoe between the interchange and Yosemite
- Complete all improvements proposed except for an additional lane next to Walnut Hills
- Don't widen Arapahoe Road – it won't solve any problems
- The number of lanes under this plan is nearly comparable to I-25, more than I-225 and C-470. This is a slippery slope – fear future goals will continue to involve acquisition of residential and commercial land to expand Arapahoe Road.
- Avoid residential property impacts
- Any encroachment into Walnut Hills properties is unacceptable
- Concern that the amount of property acquisition needed will be changed in the future and the project will take residential property after all
- Concern about taking parking from parcel southwest of Arapahoe and Yosemite
- Pleased there won't be any residential properties taken
- The Improved Partial Cloverleaf without Costilla Crossing is preferred
- Likes the action alternative – Arapahoe Road is terrible today and needs fixed
- The No Action alternative is preferred
- Improve the on- and off-ramps of I-25, but not at the sacrifice of property
- If the traffic doesn't show a material increase, why do the improvements?
- Modifications proposed will result in decreased property values for houses along Arapahoe and Yosemite
- Abandon the "frontage" access from Boston into the northeast quadrant and provide a decel lane and access directly from Arapahoe
- Concerned with potential long construction
- Would like a westbound right-in access west of Boston into the old Bennigan's site
- After physical improvements need to optimize signal timing
- Consider realignment of the frontage road east of I-25
- Keep right-in/right-out access at Yosemite Court

Walnut Hills Traffic Study

- Concern with cut-through traffic in Walnut Hills
- Regulate cut-through traffic and speed in neighborhood
- Disappointed in study outcome, specifically the Briarwood and Yosemite intersection
- Need to consider neighborhood traffic using the Briarwood/Yosemite light to turn left
- Lunch time should have been evaluated
- Cut-through and neighborhood traffic need to be reduced and speed limits enforced
- Consider speed bumps, stop signs, traffic lights at additional intersections and restrictions on turns into the neighborhood
- Cut-through traffic was under estimated
- Cut-through analysis did not account for Quebec and Dry Creek along Freemont
- Major cut-through is from Quebec to Yosemite
- There should have been a camera at Arapahoe and Spruce

Noise

- Use asphalt instead of concrete to reduce noise
- Residences beyond the 500 foot area should be considered for noise mitigation
- Noise walls are needed along Arapahoe and Yosemite
- Any increase in traffic is an increase in noise
- Residences on south side of Arapahoe between Uinta and Yosemite already need a sound wall
- Need sound barriers on I-25 at Arapahoe extending south past Dry Creek on west side of I-25
- No noise mitigation will work with only 13 feet of clearance between backyards and Arapahoe
- Concern about additional traffic noise on Arapahoe Road
- Concern that noise impacts will not be properly addressed if noise levels exceed expected amounts following improvements

Mitigation of Impacts and Enhancements

- Need for architecturally attractive noise walls adjacent to residential property
- Safety walls could be used as a lower cost alternative to noise walls
- Enhanced landscaping is desired
- Work closely with residents to determine details of enhanced landscaping and noise walls
- Consider buried utilities
- Improve water quality
- Mitigate any new drainage issues
- Use landscaping fixes that do not affect GID funds
- Clean and remove snow on the sidewalks on Arapahoe and Yosemite
- Need wall to protect residences from intersection camera flashes

Alternative Modes

- Encourage bus ridership and car pooling
- More should be done to remove cars from the road
- Take no action and people will be forced to take public transportation
- Improve access/connectivity to the RTD park-n-Ride to encourage more people to use transit
- PRT is the best option
- Need better bus service
- Provide safe intersection crossings for bicyclists

- Consider adding bike lanes
- Bike lanes are needed on Yosemite
- Centennial needs east-west bike/ped connectivity - I-25 is a barrier
- Consider a bike/ped overpass in the future with a bike route east of I-25 that connects to Little Dry Creek Trail
- The Yosemite/Arapahoe intersection is a high crash location – need to provide a safe pedestrian crossing
- Need specific pedestrian access across Yosemite to Target
- Walkway overpasses or underpasses are needed
- Pedestrian issues have not been addressed
- The area needs to be safe and accessible for pedestrians
- Encourage tight corner radii at the ramps to slow vehicles down for ped crossings
- Widen sidewalks on Yosemite and Arapahoe
- If a wall is used on outside of attached sidewalk, must build at least an 8' sidewalk to protect pedestrians
- Snow removal from sidewalks is important, especially along the south side of Arapahoe along Walnut Hills
- Study a pedestrian crossing at Uinta
- Consider an underpass of Arapahoe Road west of the Castlewood Library
- Consider crossing of Yosemite Street south of Arapahoe in conjunction with Centennial development to Walnut Hills

Supplemental Arterial Roadway Improvements

- Concern that Yosemite widening will affect sewer and power lines of homes
- Concerned that an additional lane or two are planned for Yosemite all the way from Arapahoe to County Line Road
- Explore feasibility of expanding Yosemite from the north side of Arapahoe
- Opposed to expansion of Arapahoe and Yosemite intersection requiring property acquisition
- Concern about increasing traffic on Yosemite south of Arapahoe Road
- Concerned with no improvements on Yosemite south – lots of accidents/volume and needs widened
- Concern that Yosemite widening will cause Willow Creek to need a brick wall
- Second northbound left turn on Yosemite to Arapahoe is most needed
- Need to convert eastbound right lane to Yosemite to shared through/right lane
- Evaluate the impact of the Arapahoe and Yosemite photo lights and short yellow light on traffic flow and accidents
- Address the through lane intersection at Briarwood and Yosemite
- Businesses along the west side of Yosemite south of Arapahoe have steep driveways, and insufficient parking. Customers park on the east side of Yosemite Street and cross roadway in dangerous curve area.
- Sight distances are bad at the Briarwood & Yosemite intersection for the eastbound to southbound right turn movement
- Address safety problem of curve on Yosemite south of Arapahoe
- The Briarwood and Yosemite intersection is very congested and needs to be addressed. Many neighborhood residents use Briarwood to access Yosemite because it is the only signalized intersection along that stretch of Yosemite.

- If Yosemite/Arapahoe intersection will remain LOS F, it won't help to improve the interchange – need to fix Yosemite
- Prefer no widening and no auxiliary lanes
- An additional westbound lane from Dayton to Greenwood Plaza Boulevard is needed
- Xanthia/Arapahoe improvements are needed

Alternatives Evaluation

- The alternatives evaluation is flawed and skewed against the residential community
- Agree with the evaluation results – seems a very reasonable solution with minimal impact on the neighborhood
- Agree with alternatives evaluation
- It is important to make improvements to accommodate traffic volume and growth
- The facts seem correct, but don't agree with the conclusion – do not feel the environmental impacts are properly addressed

Costilla Connection and Alternative I-25 Crossings

- A Costilla Connection would allow for local trips for those living on west side of I-25, such as the post office and local shopping
- There is much more business activity north of Arapahoe than there ever will be south of Arapahoe, so an alternative route should be developed to direct traffic into the DTC area
- I support establishing an east-west link across I-25 between Dry Creek and Arapahoe
- Concern that the Coalition requested funding from Congress already
- I prefer the Improved Partial Cloverleaf with Costilla Crossing
- The Costilla Crossing did not make sense – pleased it was eliminated
- Consider creating another east-west alternative besides Arapahoe Road or the Costilla Crossing
- Improve traffic flow on Orchard, Dry Creek and County Line and their crossings of I-25
- Need regional efforts to improve traffic flows – Arapahoe is the only east-west thoroughfare north of 470 and Hampden
- Take action to move Arapahoe Road traffic to other roads

Other Improvement Suggestions for Consideration

- Expand cloverleaf loops and ramps in the northwest and southeast quadrants to eliminate backups on I-25 and Arapahoe Road
- Clinton Street needs to be relocated or close its access to Arapahoe
- Yosemite and Arapahoe should be relocated further to the west
- Divert traffic toward RTD park-n-Ride: Starting at Havana St. and Arapahoe Rd. the traffic would go north on Havana curving onto Peakview, eventually turning onto Yosemite and/or Caley to RTD. Extend this pathway north toward Orchard Ave to enable access to I-25.
- Create sweeping curve at Boston/Caley to allow alternate route from Peakview to Boston to Caley to Yosemite
- Eliminate tolls on E-470 from I-25 to Parker Road
- Widen Peakview
- Improve signal timing on Arapahoe Road
- Build an off-ramp to take traffic behind Lowes and Home Depot (Peakview) then link this with Havana

- Consider the expanded cloverleaf originally part of TREC design

Recent CDOT I-25/Arapahoe Interchange Improvements

- The eastbound third lane through the interchange should be changed to a choice lane (near Gunther Toody's, heading northbound on the loop ramp)
- Recent improvements have relieved congestion under I-25 at Arapahoe
- Need more signage telling people how to use the new lanes

General Comments

- Did not know about this project during early stages – disturbed by back room tactics
- Address the larger issue of commuter traffic into the Parker area
- Your description of the EA process was excellent
- Concern regarding additional traffic generated by IKEA and this project on the Dry Creek/Yosemite intersection
- Public meetings should not be held in a religious building
- Companies should provide lunch facilities for their workers and encourage “brown-bagging” to reduce mid-day congestion
- Traffic issues are a result of the overpopulation of Greenwood Village – Greenwood Village should address the issue
- Centennial is corrupt at all levels and is nothing more than a puppet of Greenwood Village
- An Environmental Impact Study is requested/required
- Concern about how the land will handle the weight and volume of the ever increasing traffic
- Difficult to hear people talk in the noisy meeting room
- I don't care about homes and businesses out east
- I avoid Yosemite and Arapahoe during busy times
- Considering drivers and traffic more than the families that live in the Walnut Hills neighborhood
- Improvements are planned at the FirstBank drive through facility
- I appreciate the amount of emails and info that has been shared. It has been very easy to understand.
- Selective information distribution is concerning
- CDOT is wasting taxpayer money – the interchange was just improved