

Summary of Public Comments to Date

4/26/10

Purpose & Need and Objectives

- Don't agree with all parts of Purpose & Need
- Agree with Purpose & Need and Objectives
- Too much emphasis on business needs
- Need more consideration of residential interests
- Vehicle through-put must be primary focus of improvements
- Draft provides good detail
- Disagree that the interchange is flawed and obsolete
- Improvements to interchange are needed due to congestion
- Agree that east-west traffic flow along Arapahoe needs to be faster
- Maintain safety near elementary school
- Don't impact residential areas
- Important to maintain and protect quality of life for residents
- Needs to be less about moving cars and more focused on maintaining safety, pollution levels and capacity
- Add consideration of pollution and noise
- Give priority to residences over businesses
- No additional traffic in residential area is an important need
- Current project objectives do not match evaluation criteria of previously eliminated alternatives
- Reassess need and data after current operational improvements are completed
- It will be difficult to accomplish all of the objectives—can't satisfy everyone all of the time

Level 1 Alternatives Screening

- The Costilla underpass does not meet the first project objective "sensitivity to residential impacts and preservation of community values"
- Prior studies done during TREX construction are obsolete and flawed
- Glad the flyover option is eliminated
- Consider fly over ramps to solve problem of congestion created by south to east traffic flow turning from I-25
- Sales tax impacts would result if Arapahoe Road becomes freeway-like with limited access
- Reconsider the supplemental access to the southwest quadrant, with access directly across from the southbound I-25 access
- Prefer Caley crossing of I-25
- Prefer Peakview crossing of I-25
- I-25 crossing Alternative 2a does have residential impacts
- Prefer crossing Option 2a to use existing intersection
- Reconsider underpass on Arapahoe to handle the regional traffic
- Understanding that money constraints make the recommended I-25/Arapahoe alternatives the best
- Agree with not modifying shape of the ramps
- Don't see how the current operational improvements were factored into LOS calculations

- It is not clear how the Costilla connection addresses problems better than the SPUI without Costilla
- A crossing of I-25 north of Arapahoe wasn't seriously considered
- Reasons for elimination weren't always clear
- Seems to be a lot of subjective info used to screen
- Least disruptive and least costly option is the 3 Level Diamond, even though percent grade exceptions would be required
- Cost should not be as important as other factors
- Crossing of I-25 north of Arapahoe Road (Peakview or Caley)
- Flyovers on Arapahoe Road
- Should use Alton for the Costilla connection instead of Yosemite
- E. Caley to Coors Amphitheater with separate ped/bike passageway
- Build tunnels for southbound I-25 to eastbound Arapahoe Road movement, and for westbound Arapahoe Road to northbound I-25 movement
- Widen Arapahoe Road
- Mitigate grade problems for alternative I-25 crossings

Draft Level 2 Screening Criteria

- Criteria is short-sighted
- Bike/ped safety should be high on priority list
- Need more mention of danger of increased traffic in residential area
- Criteria seems to be developed to point toward choosing Costilla underpass
- Fails to consider other alternatives in Greenwood Village and Tech Center
- Need to factor in environmental costs such as noise pollution, air pollution, traffic accidents, and cut-thru traffic
- Consider residential versus business/entertainment impacts (traffic shouldn't be increased in residential areas)
- Avoid property acquisitions at all costs
- Too much focus on vehicular traffic

Pedestrian/Bicycle Accessibility

- Consider a bike advocate subgroup for focused input
- Safe east-west bike and pedestrian access is very much needed. I am very much in favor of the Costilla underpass so long as it is built with bike lanes, wide sidewalks, and narrow vehicle lanes. When gas hits \$4 & \$5 per gallon, we're all going to need more pedestrian friendly connections.
- Keep bike/ped safety high on priority list
- Good accessibility would promote alternative modes of transportation
- Ped/bike accessibility isn't really important
- Ped/bike accessibility is very important
- Peds/bikes already find a way through the interchange or other streets like Yosemite and don't need better options
- They can use Peakview or Caley instead
- Safety is key
- Need connections to safe bike/ped routes
- Yosemite overpass already provides enough access across I-25

- This is very important for those that do not own a car and need to walk/bike through the interchange
- Current crossing is dangerous – traffic doesn't look out for pedestrians
- It is an essential part of this project
- May not make any difference unless it is very secure and separate from traffic
- Need better access north-south. The park-n-Ride allows access over I-25 already.
- Not important – they ride for fun and can use different roads
- Never see people walk or bike it now, so they must not need it
- It would encourage shopping at the retail and food establishments east of I-25
- Consider a ped/bike overpass, not part of the highway
- Cyclists will need masks or risk lung disease
- It would add to the desirability of the area

Benefits of a Costilla Connection

- It will take traffic off of Yosemite Street
- More convenient access to Safeway offices and adjacent business area
- Recent construction has impacted businesses – constructing Costilla connection first will help delay more construction on Arapahoe Road
- Will help the much needed redevelopment of the southwest quadrant business area
- Will refresh many surrounding businesses
- Provides needed traffic diversion from the Arapahoe interchange
- Need more east-west routes
- Provides good bike/ped access
- Provides a better way to get west to east (currently using Dry Creek to Easter)
- Could tie the connection to the Little Dry Creek Trail for regional trail connectivity
- Better access to commercial east of I-25
- Benefit to commuters that don't live in the area
- Will relieve back-ups of interchange traffic

Impacts/Downsides of a Costilla Connection

- Decreased property values
- Increased traffic (cut-through) in neighborhood
- Increase in noise
- Increase in pollution (car exhaust and tire particles)
- Increase in crime
- Yosemite Street will become more congested and dangerous
- The left turn from south-bound Yosemite to east-bound Costilla would back up beyond the turn bay
- Will take business away from interchange businesses
- Walnut Hills children will be in danger (especially around schools)
- Businesses will lose access with closure of Yosemite Court
- High cost for little benefit
- Won't divert much traffic
- Leasing of office building is impacted by the fact that the building is shown in plan to be acquired
- Could require improvements on Clinton

- According to City of Centennial Master Plan they do not want any “walled fortresses”, so sound walls would not be approved
- Costilla is too far from interchange to draw Arapahoe Road traffic
- Don’t need shortcut to businesses east of I-25
- Business property acquisition
- Only locals would use it, but the problem is really about people going east to Parker Road
- Potential drainage issues need to be addressed
- Lights at Alton and Costilla will be too close together
- Diminished quality of living in Walnut Hills
- Increase in accidents at Arapahoe/Yosemite
- Will require improvements to Yosemite/Dry Creek intersection
- Congestion at Briarwood intersection
- Not a long-term solution
- Decrease in privacy for Walnut Hills

General Costilla Comments

- Glad that Costilla connection does not line up with Briarwood
- Need noise mitigation for Briarwood residents
- Costilla was chosen because it is in Centennial and Greenwood Village has managed to keep crossings and additional traffic off of their streets
- Costilla connection is not the answer
- In favor of Costilla connection if built with safe bike/ped accommodations
- Building Costilla first (before the interchange) would put even more traffic onto Yosemite

New Suggestions for Consideration

Study Area Roadways

- Improve Orchard/I-25 interchange
- Improve the Orchard Road corridor into more of a through connection
- Improve Greenwood Village facilities
- Widen Peakview east of Yosemite to 4 lanes
- Make Peakview underpass work by starting it near Boston/Clinton. Don’t grade roads to Sports Authority and homes, and let them use other existing accesses.
- Consider Belleview extension to Parker Road
- Expand Yosemite in the next five years
- Improve Yosemite sidewalks
- Complete the “serpentine roadway” in the northeast quadrant of the interchange and the proposed Costilla connection to complete a “circle” of supplemental routes around the interchange
- Evaluate improvements starting at E. Orchard Rd. to S. Havana St. to E. Arapahoe Rd.
- Evaluate improvements starting at Arapahoe P-n-R at S. Yosemite St. east to E. Caley Ave. to S. Boston St. to S. Clinton St. to E. Costilla Ave.
- Grade separate Yosemite/Arapahoe
- I-225 to S. Quebec Street to E. Belleview Avenue
- I-225 flyover to the west side of I-25 with a new frontage road south to Arapahoe
- Put Dry Creek into a tunnel

- Jordan to Belleview
- Connect Dry Creek to Parker Road
- Flyover from S. Clinton Street to westbound Dry Creek
- Widen Cherry Creek Dam Road – it will take people to their destination of Parker Road

I-25 Interchange

- Prefer a full cloverleaf interchange, even if it would require business property acquisition

Costilla Connection Related

- “Swoop” Costilla onto Yosemite (the way Dry Creek becomes Mineral near Broadway)
- Consider alternative alignment for the proposed Costilla connection to create a continuous route from Arapahoe/Yosemite under I-25 to Clinton Street, with a “T” intersection with Yosemite Street south of Costilla
- Charge for non-Walnut Hills residents to use underpass (residents to receive a transponder to provide access and new residents should receive it at time of house purchase)
- Close Briarwood at Yosemite to avoid cut-through (also close Davies at Yosemite)
- Restrict Briarwood access into Walnut Hills using lights, time restrictions, law enforcement, gates, turn lane restrictions, speed bumps
- Consider directional flow on Costilla connection and possible reversible lane option
- Consider Costilla connection with Caley crossing, instead of interchange improvements
- Consider terminating Yosemite at Briarwood Blvd. and use Alton Way as N-S connection.
- Keep Costilla lanes narrow with wide sidewalks and bike lanes
- Consider ped/bike only connection south of Arapahoe Road
- Add a flyover lane just south of Arapahoe Road to eastbound Costilla

Other

- Fine and/or charge any one passenger car
- Set up car pool areas and put them to use
- Encourage light rail use
- Start E-470 toll at Parker Road instead of I-25

General Comments

- Like I-25/Arapahoe interchange improvements, without Costilla underpass
- Improve the interchange first, then assess need for a secondary crossing
- Cause of problems at I-25/Arapahoe is from Greenwood Village traffic
- It took too long to get this info to homeowners
- Wait to see what impacts will be mitigated by current construction
- Keep solution on Arapahoe Road, without involving nearby streets
- Regardless of adding an alternate route to the interchange, the interchange will remain heavily used
- Greenwood Village has money and powerful people who prefer impacting Centennial property
- Should be thinking 10 years out
- Need a better solution than any currently proposed
- Need origin-destination info to recommend appropriate alternatives

- Concerned that government agencies will move ahead with improvements regardless of public input
- Concern the Improved Partial Cloverleaf with Costilla was prematurely presented as the recommendation to Congress
- 4-way stop at Briarwood and Uinta is too congested
- People avoid the photo radar at Yosemite/Arapahoe by cutting through Walnut Hills
- Traffic speeds and does not obey stop signs in Walnut Hills
- There must be a hidden agenda – the whole thing smells
- Would like to know involvement of developers such as Koebel and who else has a “dog in the fight”
- Details of contributing private money lacking
- Use money to improve schools, parks, and pot holes instead
- Consider peak traffic of Walnut Hills students driving to Cherry Creek High School
- Consider IKEA traffic impact
- Concern with “S” curve on Briarwood between Uinta and Yosemite
- Question level of service of southbound off ramp/Arapahoe intersection – operates today worse than LOS C
- Open houses should be on weekends and allow discussion with community members
- Yosemite Street curves are more dangerous in winter
- Don’t build for 100% capacity every day of the year – some congestion is acceptable
- I thought President Obama was in Washington DC and not in charge of Greenwood Village
- The EA process is a waste of time if you have already asked for funding
- If implemented, traffic signal east of I-25 must support east-west thru-put, not north-south as current
- All of this is being done so more people can get to Walmart. Once the properties are so devaluated, only people who shop at Walmart will be able to afford the houses.
- This is an attempt to spend stimulus money, without solving a problem
- Un-incorporate Greenwood Village
- The route from Yosemite to Dry Creek works well now, but Yosemite needs improvements. For example there is a bad curve just south of Arapahoe Rd. that ices up easily and causes winter accidents.
- Be sure to talk to local schools and emergency service providers about their needs
- Private developers will benefit the most from the improvements
- Keep the McDonalds access open
- The project sponsors should not have to pay for resource agency staff time (CDPHE, COE, etc.)