

Comments/Questions Received at the Final Public Meeting

08/09/07

General Comments/Questions

- Any consideration of removing tolls on E -470 during construction on Arapahoe Road?
- What are the north/south project study area limits? Why isn't Belleview included?
- What is the total cost for all improvements shown?
- Coordinate project plans with city and county planning and zoning to restrict development in "targeted" or areas where space is needed
- Improvements may enhance opportunities for businesses – existing and future

I-25 Interchange/Parker Interchange

- Seems like a great plan but I still feel the major problem area has not been addressed – traffic backing up on Arapahoe waiting to go N/S on I-25! A new interchange will solve this but until it is approved, what?
- How do the I-25 interchange and Parker Road interchanges rank in the priority list for metro area improvements?
- What is the proposed configuration of the grade separation at Arapahoe/Parker?

Parallel and Intersecting Roadways

- Has Caley been considered as a parallel roadway?
- Concern regarding lane widening on parallel roads (Costilla) near I-25 – won't this cause neighborhood impacts on Dry Creek Road west of Yosemite Street?
- Costilla connection is a great idea - a new "west side" connection option
- Reconsider extending Belleview across Cherry Creek State Park
- Easter Avenue needs to be signalized to favor east/west movement
- A Briarwood connection through Cornerstar would be good. It would be an alternative way to get to Parker Road from the west.
- The Circulator Roadway Improvements north and south of Arapahoe (between I-25 and Dayton) seem fruitless. Who is going to encourage collector streets through the Home Depot parking lot, or in front of Vitamin Cottage? This appears to be another effort by Greenwood Village to keep traffic out of its neighborhoods (and off of it's streets).

Arapahoe Road Corridor

- What is the plan for Arapahoe Road widening east of Parker Road?
- Concerned with construction impacts and business impacts of Arapahoe Road grade separations. Could the cross streets go over Arapahoe?
- Keep Arapahoe/Jordan as a signalized intersection. Jordan north of Arapahoe has low volume and the need for an overpass was questioned.
- Concerned with out-of-direction access at Jordan Road with the Junior Interchange - Prefer the Tight Diamond Alternative
- Consider noise impacts at Jordan if grade separated
- Consider Jordan raised over Arapahoe. This should be cheaper.
- The Tight Diamond interchange proposals for Arapahoe/Havana and Arapahoe/Jordan are the best alternatives for efficient traffic flow.
- Definitely construct the Costilla underpass south of Arapahoe to allow east/west traffic to cross I-25 between Dry Creek and Arapahoe (avoiding the interchanges)
- Build four through-lanes on Arapahoe (8 lanes total) between I-25 and Havana
- Use of trees and greenway in medians is a waste of water, maintenance resources and money
- Do not use any plant material that requires irrigation in medians – Aurora already wastes thousands of gallons of water that runs off their medians.

Bicycle/Pedestrian

- When adding additional lanes to Easter and Peoria/Broncos, add extra width for bike lanes
- Signalized intersections where bicycles cross must be sensitive to detect cyclists; or need to have a button for bikes to push that works