

Comments Received May 2010 – August 2010 (including Public Meeting #3)**Improvements:**

- I would suggest that the easiest and relatively direct route from the urban area would be the Quincy (County Road 30) corridor to Kiowa-Bennett Road, thus south to County Road 42 and east to the part of County Road 42 that meets County Road 157. A low water crossing can be constructed across Comanche Creek such as the one on County Road 46. It would tie into County Road 181 for connection via County Road 38 to Deer Trail and Byers and into Ridge Road to connect to Chaparral. Even a gravel road such as the part of County Road 42 between Kiowa-Bennett Road and County Road 149 would serve well.
- Mitigate train horn noise in Strasburg at the Monroe Street crossing. Train traffic is increasing yearly causing excessive noise in town.
- Address the Strasburg interchange to Colfax Avenue.
 - Need improvements to north-south road from I-70 to Colfax.
 - Over railroad tracks – look at County bridge inventory. Need pedestrian improvements and widening of railroad crossing.
- Address safety problems/accidents on Byers interchange westbound off ramp (consider bike/ped and truck accommodations).
- Need paving of Brick Center Road to solve drainage problem north of Quincy.
- Bridges on Brick Center Road need to be widened.
- Need interchange at Kiowa-Bennett Road to I-70 for the other three directions.
- Align Highway 79 to Kiowa-Bennett Road without traveling in downtown Bennett.
- Consider realignment of Kiowa-Bennett Road east to cross at top of hill.
- Opposed to making CR 30 a through road due to impacts to a recently improved property.
- Construct an interchange at I-70/US 40 grade separated crossing instead of Headlight Road (existing grade separation means less money since it is only ramps).

Bike/Ped/Trails:

- Provide room for a trail along roads now, instead of later trying to fit a trail in. This would work particularly well on Quincy Avenue.
- Address ped and bike access.
- Need bike lane on Kiowa-Bennett Road ASAP.
- Bike/ped facilities needed along Brick Center Road.
- Identify improvements/connections to the Southeast Corridor light rail line and other routes/lanes east of I-25, north of Douglas County.
- Make trails an adequate width for multi-use (ped and bike).

General:

- Arapahoe County is doing an excellent job at getting citizen input and communicating the Transportation Plan. Good work. Keep it up.

Comments Received November 2009 – April 2010 (including Public Meeting #2)**What Defines A Successful Transportation Plan:**

- Provides for safe, well maintained, easily accessible roads in an environmentally attractive way.
- Road system that provides convenient access to all parts of the I-70 Corridor.
- Keep primary traffic routes unpaved roads with 2-5 miles spacing in rural area.
- Incorporates transit and bike/ped elements.
- Pleased the primary purpose is to develop a unified multimodal transportation plan.
- Should incorporate health-promoting bicycle and pedestrian policies and funding priorities to encourage residents to choose “people powered” transportation.
- Includes short-term and long-term goals.
- Balancing urban and rural needs.
- Maintain current infrastructure, while making improvements and expanding capabilities.

Comments on Preliminary Improvements:

- Prefer Yale east extension to Kiowa Bennett over a Jewell extension due to less residential impacts and better spacing of east-west corridors.
- Manila to Quincy will be a great addition as the area expands.
- Realignment of Kiowa Bennett to provide direct access to exit 304 is a wonderful improvement. It is hard for visitors to get back to I-70 currently.
- Continuation of 6th Avenue would be a great benefit.
- Many options shown, but aren't showing County's position on top priorities.
- Pleased with plans for improved north-south and east-west connectivity.
- Bennett concerned with Kiowa Bennett Alternative A – was it accounted for in Bennett study?
- The extension of Quincy is important.
- Understanding that the bridge on Quincy extension may be cost prohibitive, but feels strongly the road is necessary.
- Like the Watkins north-south connection (residents need another north-south connection other than Kiowa Bennett).

Additional Improvement Needs:

- Design I-70 overpass at Byers (I-70 & US 36) - look to design of off ramp (multiple accidents)
- Underpass, trails and walkways for school traffic between north and south Byers north of I-70 will be prime residential growth
- Extend paving on Bradbury Krebs Road north to Colfax under the underpass to paved US 36 (this is a small distance)
- Widen Gun Club Road south of Quincy to four lanes.
- Replace stop sign in rural areas with yield signs when possible, especially at T junctions, to reduce pollution and traffic violations.
- Alameda to Exmoor Road
- Extend Manila Road east of the Lowry Range conservation area to County Line.
- High speed rail planning should be a long term goal.
- I-70 frontage road (Watkins Comprehensive Plan)

Improvements That Should Be Made in Next 10 Years:

- Pave Bradbury Krebs north of Quincy from US 36 to County Road 2
- Manila to Quincy
- Yale to Kiowa Bennett
- Realignment of Kiowa Bennett
- Extension of 6th Avenue
- Extend Quincy east
- Gun Club/Quincy
- I-70 interchanges
- Add right turn lanes at Quincy and Gun Club (southbound Gun Club to westbound Quincy and westbound Quincy to northbound Gun Club).
- Increase speed limit on Quincy (Gun Club to Aurora Reservoir) to 55 mph. Speed is too low given the number of intersections and rural nature of this section. Cheap upgrade.
- Pave Jewell (Aurora to Watkins Road) to provide another E-W alternative to Quincy/Gun Club intersection. Doesn't have to be of the same quality/width as Quincy (Tom Bay to Kiowa Bennett) - just get rid of the mud. Even the current 'low-grade' paving there now (on the western section) is better than the mud.
- Work with Aurora and CDOT to improve Gun Club and intersections (Quincy, Hampden, Jewell, 6th) (suggest intersections first!). Intersections need right turn lanes and "run-up" lanes in all directions at each intersection, for increased safety.

- Improve and widen shoulders on Quincy (Gun Club to Tom Bay) [edge of Quincy is decaying in many locations and only gets patched when it gets real bad]. Bicyclers need more safe space.
- Access to I-70 interchange at Exit 304 (CR-79) to the south (CRs 137 and 129) along with new 6th Avenue intersection between CR137 and CR129. Exit 305 (Kiowa-Bennett) would be too expensive to upgrade.
- Pave County Line Road (only with Elbert Co.'s assistance), Kiowa-Bennett to Aurora.

Improvements That Should Be Made Beyond 2020:

- Manila Road to County Line
- High speed rail planning
- Pave more roads, including Brick Center (Elbert County to Bennett) and Quincy beyond Kiowa Bennett.
- I-70 frontage road
- 6th Avenue from Aurora to Kiowa Bennett

General Suggestions:

- Improve east-west connections to I-70 and E-470.
- Connecting Kiowa Bennett to I-70 is important for business and development south of I-70.
- Rural Arapahoe County does not need transit.
- Do not extend Watkins Road south of Quincy.
- US 285, Bowles Avenue and Ken Caryl Avenue (Mineral) are going to be likely candidates for bike/ped connections between Jefferson and Arapahoe Counties.
- Trucks heading to MetroGrow in Deer Trail are dangerous on unimproved roads.
- Transit along I-70 would encourage more people to live in eastern Arapahoe County and help those who commute to Denver.
- Bicycle facilities should be included when thinking of safety, maintenance of existing systems and paving.
- Traffic lights now favor cars over pedestrians.
- Plows pushing snow on sidewalks makes pedestrian accessibility difficult.
- Pedestrian connectivity north-south of I-70 is important.
- People living in Byers commute to Denver and Golden.
- Make sure the Super Slab is not included in the Plan.
- Jefferson County is looking at express bus service along C-470 connecting LRT lines.
- Study the connection of Kiowa Bennett Road and Town of Bennett goals.

- Easter and Peoria is County signal.
- Questioned timing of Quincy extension, Brick Center paving, and Strasburg paving.
- County should consider water overtopping roads in certain storms (notification options with gates, gauges and liability need to be explored).
- Concerned with geometrics and safety of westbound I-70 off-ramp at Byers interchange (3 major accidents over last 3 years involving trucks).
- Consider impacts on alternatives if the roadway is closed at the rail crossing in Strasburg.
- The County needs to maintain a progressive transportation system despite lack of cooperation of other agencies.
- Improve transportation transit from rural to urban areas.
- Fire department is only on one side of the tracks in Byers.
- Railroad safety is an issue.

Comments Received: Project Inception - November 2009 (including Public Meeting #1)

- Need tolerance standards related to man hole covers being flush with pavement surfaces.
- Improve two lane roads with high traffic volumes.
- Widen Arapahoe Road from Parker Road to Liverpool.
- Truck parking is an issue when I-70 is closed to the Kansas border. The point of closure is based on accommodating trucks. A Loves Travel Plaza is planned along I-70 near Bennett, and this could impact I-70 closure operations.
- Paving Jewell Avenue as far east as Watkins Road would give those bound to east Quincy Avenue from north Gun Club Road a viable option to turning onto Quincy Avenue from Gun Club Road, a congested intersection at peak hours.
- The 6th Parkway extension to E-470 would be beneficial to the Buckley Air Force Base with respect to regional access and significant deliveries from Waterton Canyon.
- Widen Arapahoe Road between Parker Road and E-470.
- Would like a frontage road on south side of I-70 to Strasburg.
- Pave 6th Avenue from Powhaton Road to I-70.
- Ultimately extend Quincy Avenue to I-70 by Deer Trail.
- Raise speed on Quincy Avenue from 45 mph to 55 mph east of E-470.
- Make Quincy Avenue a parkway from E-470 to SH 40.
- Add bike lane accommodations on Quincy Avenue (no shoulder).
- Add bike lanes throughout County for the safety of bicyclists.

- Involve RTD in the Plan development and create routes that feed light rail service.
- Add southbound to westbound right turn lanes on Gun Club Road at Quincy Avenue.
- Gun Club Road is too congested.
- Fix grade and bridge problems on CR 42 between CR 157 and CR 181.
- Further study is needed (beyond CDOT 83/86 Corridor Optimization and Bennett Railroad Grade Separation Study) to consider need/feasibility of a more efficient connection of SH 79 to the Kiowa-Bennett Road.
- Identify feasible locations for grade separated crossings of the railroad at Byers, vicinity of Strasburg, (Bennett is done), Front Range Airport.
- Mitigate noise at the at-grade rail crossing in Strasburg.
- Continue to give paving priority to county roads used as school bus “collectors” on bus routes. Mud causes school closures.
- Identify appropriate locations for ride sharing “lots” at Deer Trail, Byers, Strasburg, Bennett (has done some work on this), Manila, Watkins. Work with/look for partnerships with developers. Perhaps (someday) a shuttle provider might be interested, if potential locations are identified.
- Add an auxiliary turn lane at the High Plains Race Track on Highway 36. Investigate need for ultimate widening of roadway to accommodate race traffic.
- Include flexibility in the Plan to allow the County to accommodate different situations in the future, such as minor changes in recommended roadway alignments to accommodate development plans.