

Public Meeting #1 Comment Summary

This summary includes comments received on comment forms and during conversations between attendees and project team staff at the February 18, 2016 public open house. Comments received through mail and email surrounding the meeting (through 5/12/16) are also included. Comments received on the project web page are attached in separate format.

How do you use the Dry Creek corridor, between Yosemite Street and Easter Avenue?

I live here (13)

I work here (0)

I commute/travel through (6)

I patronize adjacent businesses (8)

What are your highest priorities for this transportation corridor?

Vehicular mobility (10)

Access to adjacent land uses (0)

Safety (8)

Pedestrian accessibility and facilities (5)

Bicycle accommodations (3)

Transit improvements (4)

Other (1) - Increasing density of work and residential buildings within walk of light rail station

Do you agree with the Draft Corridor Vision? Why or why not?

- Happy to see a lot of the issues addressed.
- Yes. Covers all the bases of the needs of any traffic corridor.
- I agree with the statement but was not given any ideas as to what improvements would be made or when they might start.
- It is interesting that the #1 item focuses on regional access. I think the main focus should be on improving access with the nearby neighborhood way of life/values preserved or improved so the quality of life isn't lost. Overall the vision looks good, but our neighborhoods are most important.
- Consider that while this is a regional route, it also serves many communities who have limited options for alternate routes that are more local in nature. Increased traffic and congestion make local mobility extremely difficult.
- Consider changing from "maintaining local accessibility" to "improving local accessibility".
- Traffic is definitely increasing so thinking ahead is a good idea.
- Sure. As more land is developed along this route, more people will live there or work there and the problems with traffic will only increase unless changes are made.

- 2040 seems to be a reasonable amount of time for projected needs if no more development takes place along the area covered by the study/proposal.
- Yes, it is good for planning and input.
- Yes. Good planning.
- Yes, because we need improvements with the overcrowding already present. Dangerous (high accident area).
- Add text to encourage more ped/bike activity to/from the LRT station.
- The vision I see and have seen for 38 years is more and more traffic as we allow more office buildings and 257 apartment buildings to be built and right on the worst corner! Absurd!

What ideas do you have to improve traffic operations, multimodal mobility, and safety while maintaining local accessibility?

I-25 Interchange

- I-25 southbound off ramp to westbound Dry Creek Road: Need to make it impossible for vehicles to take the far right lane and then still fly all the way over to turn left on Chester. Too many times we've been westbound on Dry Creek in the far left lane to be able to turn left on Chester and cars come flying off the I-25 ramp and across all those lanes of traffic nearly sideswiping people on the way. With Arrow Electronics building a large office building in the northeast corner of Dry Creek and Chester, there will be that much more traffic. We need a raised barrier between the far right hand lane coming off [southbound] I-25 and the westbound Dry Creek Road through lanes like they have on westbound County Line Road off southbound I-25. The signage on the I-25 off ramp already says no left turn on Chester from that lane, but people don't want to wait for the stop light on I-25 and Dry Creek to go right westbound and then left or southbound on Chester.
- On southbound Clinton, make cars go around the island to queue up to make left onto I-25 south.
- Improve traffic flow and lane usage after exiting southbound I-25 and turning west to travel west past the Yosemite intersection.
- Prevent people from using wrong lanes (e.g., crossing over four lanes rather than using correct turn lane) when trying to get on I-25.
- Adding one more right hand entrance for north and south I-25 from Dry Creek to relieve congestion.
- Additional or longer left turn lanes from Dry Creek to northbound I-25.
- Left turn lanes from west Dry Creek onto I-25 (left turn) are too short, and you have people in line who are blocking the through lanes. A mess!
- Lengthen eastbound Dry Creek left turn lane to northbound I-25 as backups are terrible.
- Fix the exit from I-25 that goes under the light rail for cars turning right onto Dry Creek – you take your life in your hands making that turn.
- Flyovers from I-25.
- Consider an eastbound Dry Creek to southbound I-25 flyover.
- Slip ramps to I-25 (northbound from Clinton).

- Lengthen/widen northbound and southbound I-25 ramps.
- Eliminate fancy islands (including east on Dry Creek for those turning left onto I-25 north) to provide more storage for queuing vehicles. One currently holds six cars and westbound Dry Creek through lane is blocked.

Intersections

- Eliminate right turn only lane westbound Dry Creek at Yosemite. Make it continuous until Willow Way (could be done now).
- Make dropped westbound right turn lane at Yosemite go through the intersection and drop at Willow Way.
- Make designated right turn lane from westbound Dry Creek to northbound Yosemite not continuous, to force merge more east of Dry Creek/Yosemite intersection.
- Add flashing feature for side street signals in late evening.
- Time lights.
- Additional turn lanes are needed on Chester Street.
- Better turn lanes.
- Provide longer turn lanes when making left turns.
- More street lighting at intersections.
- No right on red from Maggiano's access. (2)
- Eliminate movements and force to other locations.

Dry Creek Road Corridor

- More lanes needed on Dry Creek.
- More of all lanes if possible.
- Better traffic flow to speed cars through the area is extremely important.
- Better lane markings needed.

Light Rail Station

- Access needed to the light rail station for eastbound traffic on Dry Creek.
- Access to the light rail station can be improved. It is easy to miss the entrance to the light rail off Dry Creek, then the left turn is too tight.
- Prohibit u-turns at westbound Chester and put access to light rail station off Chester to south.

Transit

- Transit connections needed to Parker and north to Cherry Creek. This may need branding and wayfinding, and a more area-wide study.
- Increase hours for call-n-Ride service.
- Need more than a call-n-Ride – possibly shuttle or regular service – to provide east-west transit options.
- Need east-west transportation.
- Shuttle doesn't drop close enough to the train – a problem for those with mobility impairment.

- Advertise the shuttle to light rail so more people use it.
- Park-n-Ride access should be closer to station.

Bicycle/Pedestrian

- Add a ped bridge over Dry Creek from top of the parking garage to the top of the hill behind the hotel. No stairs on either end is more bike-friendly.
- Provide a pedestrian bridge over Dry Creek.
- Entire area is not bike/pedestrian friendly and should be improved.
- Improve walking and biking under I-25.
- I'd love to see a lot of thought be given to make the area more pedestrian and bike friendly, especially with increased residential development and added traffic. Safety will be of increasing importance to allow for this.
- Widen sidewalks so they may be safer pathways for bicyclists and pedestrians.
- Comply with ADA safety at all intersections.
- Need bike lanes and better sidewalks to help with access to LRT.
- Bike access to the LRT station needs improved. Need bike lanes up to station for better access.
- Bikes should be allowed on sidewalks (should not be illegal). Encourage communication between bikes and peds.
- Make sidewalks wider and maybe have lines down the middle to delineate.
- Construct trail along light rail tracks.

Other

- We need a sound wall around Willow Creek, especially along Yosemite and Dry Creek. (2)
- Adjust signal timing, especially at Yosemite and I-25 Interchange intersections.
- Straighten out Alton Way and Chester, and make that the through route to take traffic off Yosemite (near Willow Creek).
- Rezone this area to higher density TOD.

Please share your thoughts regarding existing transportation conditions and/or issues within the study area.

I-25 Interchange/Intersections

- I do not have any issues with southbound I-25 in the evening onto westbound Dry Creek to Good Shepherd.
- Weaving issue exists from Dry Creek to I-25 south.
- Weave from Clinton Street to southbound I-25 is a problem.
- Clinton Street is too close to I-25 and I-25 ramp.
- Northbound on ramp queues cause weaving/conflicts.
- Ramp northbound onto I-25 is not big enough. Backs up to intersection in morning and evening rush hours.

- Queue storage is too short.
- This should have been addressed years ago, when there was still land next to the freeway to do it, but a lot of the traffic congestion and accidents are caused because people have to get in the left lane to get on the freeway. Flyovers are probably outrageously expensive and I don't know if there is land to add one more right hand entrance.
- Left turn lanes from westbound Dry Creek onto I-25 are too short. You have people in line to turn who are blocking the through lanes – a mess!
- The left turn onto northbound I-25 from eastbound Dry Creek often fills and causes backup into the left lane of the eastbound through traffic.
- The problem I notice is that CDOT has changed the operation of I-25 to meet performance measures and in the AM the ramp meters now stack traffic all the way back into the intersection of northbound ramps and I-25 east side. (When I finally get on I-25, it is usually to LOS C or B conditions.) This backup did not happen before TSMO.
- Chester/Dry Creek: northbound right to northbound I-25 weave hard right, conflict with southbound left turn lanes.
- The wait time to turn left onto S Chester Street from Dry Creek Road after exiting I-25 is unnecessarily long. Out of normal business hours Dry Creek Crossing residents have to wait so long for the light to cycle through when there are no other drivers on any of the intersecting roads. Would it be possible to install sensors or cameras to allow a left turn when there is no oncoming traffic? I have seen many people run the left turn red arrow because of the wait time.
- Current interchange configuration causes issues along Dry Creek because of traffic waiting in limited turn lanes/on-off ramps and backing up into roadway. Visibility because of hills at merge points (especially on Dry Creek eastbound between Yosemite and Chester) causes many accidents.
- Lane drop issue westbound at Yosemite is causing weaving problems.
- We already see current "E" traffic signals. This situation needs to be improved now!
- Traffic signal from Saddle Ridge Condos (south) is much too long waiting to enter Dry Creek Road. The added flashing feature late evenings is a big help – thanks for that!
- People run lights in the area, especially in the late evening when long wait times occur for side street traffic.
- Signal timing causes stop at every light from Yosemite to Geddes.
- Lights are not timed. Just got three red lights within a tenth of a mile recently.

Other

- I think it works well.
- Congestion between Inverness Drive West and Chester.
- Traffic westbound on Dry Creek at rush hour is heavy all the way to Holly.
- Bike access to the LRT station isn't fun. No bike lanes and missing sidewalk segments.
- I have only seen a few accidents at the intersection of Dry Creek and Yosemite and have lived here ten years. I routinely travel the corridor (every day, multiple times a day). Had to laugh when I saw the high accident VMS. Would say that is not true.
- Rear-end accidents occur.

- People don't signal to change lanes and can cause sideswipes.
- You do have a lot of kids that ride/walk to the shops at Dry Creek and Yosemite.
- In icy conditions, vehicles have a hard time at Yosemite and Dry Creek eastbound and northbound.
- At certain times of the year, the glare from the sun can be brutal eastbound.
- Sun glare is a problem on east-west roads.
- Dry Creek and Yosemite are speed traps. If you can stop that, you are my hero!
- Concern C-470 traffic will push to Dry Creek.
- High truck traffic.

Please provide general suggestions and comments regarding this transportation study.

- Overall, there should be wider sidewalks, so bicyclists may safely ride apart from motorized traffic and so pedestrians are not endangered by bicyclists. Bicycling at street level in bike lanes is too risky as any distracted motorist (there are too many of those) can easily drift into bike lanes, yet much more unlikely to jump the curb to cross a sidewalk.
- Provide sufficient street intersection lighting of crosswalks so motorists are more likely to see pedestrians at night who typically wear dark clothing which makes them all but invisible after dark when there is too little (if any) street lights.
- My concern is the impact it will have on my Willow Creek neighborhood. Willow Creek should have assistance to build a perimeter fence.
- Please plan for mitigating traffic problems during the constructed change.
- The study appears to be good and well organized. Thank you.
- Consider impacts if Jones property is developed – especially as a high density area.
- Concerns with apartment complex and traffic.
- Stop building apartment buildings that people need cars for. It will solve all the problems.
- Dry Creek is a primary east-west access for many locals with limited options.
- If you try to tie any of the Willow Creek bike trails into trails outside the neighborhood, the residents will likely come unglued.
- There may not be an “in the box” solution.
- Think outside of the box for solutions, since it does not look like widening is possible.
- Because of all the lane closings on the Dry Creek/ Inverness Drive interchange there has been a constant stream of traffic coming into my neighborhood. I live at Vallagio 7820 Inverness Blvd. A lot of the cars are hauling along the street at 30+ miles an hour.

Review the list of potential improvements and place a sticker by the improvement you think will have the greatest benefit for each category.

Roadway

- Additional (and longer) turn lanes (6)
- Innovative/alternative intersection solutions (6)
- Additional I-25 crossing south of Dry Creek (4)
- Additional through lanes (3)
- Access control/movement modifications (3)
- Intersection realignment at Dry Creek/Easter (2)
- Continuous acceleration/deceleration lanes (2)
- Bypass lanes (1)

Interchange

- Ramp widening to accommodate queues at ramp meters (4)
- Ramp reconfiguration (4)
- Additional access points (1)

Pedestrian and Bicycle

- New sidewalk at missing sidewalk gaps (9)
- Crossing improvements at traffic signals (7)
- Pedestrian overpass (6)
- Off-corridor bike routes (3)
- Separated bikeway (2)
- Sidewalk widening to provide 10-foot shared use path (1)

Transit

- Enhanced ride sharing/call-n-ride (9)
- Increased bus or shuttle service (9)
- Bus stop amenities (2)
- Sidewalk/shared use path connections to bus stops with waiting area (1)

Operational

- Signal timing and coordination (11)
- Lane use signage/dynamic lane assignment (6)
- Transportation System Management (5)
- Conflict resolution/weave section elimination (4)
- Traffic signal consolidation (2)
- Travel Demand Management (1)
- Information Systems/Variable Message Signs (0)

Other

- Evening hour flashing operations (3)
- Right turn arrows (3)
- Eastbound access to LRT station – access from Chester to LRT (2)
- Origin-destination study (1)