

| <b><u>PUBLIC COMMENT MATRIX</u></b>   |   |
|---|---|
| Plum Creek Parkway Widening from Gilbert Street to Ridge Road<br>Project Enhancements - August 16, 2018 |   |
| <b>Access</b>   |   |
| 1   | Valley & Oak Crest Intersection- Need left only lane and a right only lane. Need to look at having right only and left only turn lanes along Plum Creek for townhomes.  |
| 2   | It is almost impossible to get out of the neighborhood right now due to all the traffic.  |
| 3   | Remove turn restrictions at S.Valley and Baldwin Park Road.   |
| 4   | NOT ADRESSED SO FAR: What will be done to get traffic out of Live Oak Road turning left. Current situation is already dire -- with 4 lanes it will be impossible to turn!   |
| 5   | Once again, remove median at Valley to allow those of us that don't need to take Plum Creek to dump out at Gilbert bypassing Plum Creek all together.   |
| 6   | Concerned about exit off Valley. Wondering when Valley is projected to go through.  |
| 7   | Need traffic light at subdivision - The Oaks, to get drivers safely in and out.   |
| <b>Crosswalks and Rapid Flashing Beacons (RRFB)</b>   |   |
| 8   | Appears to be in a bad location for visibility from below.  |
| 9   | Please consider putting flashing PEDX signs for crossing further up and down Plum Creek because it is curvy and gives people more time to slow down.  |
| 10  | Make all the crosswalks "glow in the dark" so they can be clearly seen at night!  |
| 11  | Move crosswalk to the west -- at S.Valley - There is more foot traffic there.   |
| 12  | Station 3 -- Consider crossing light at Live Oak Road building community with four lane to cross on foot; would it be safer to have lighted cross walk.   |
| 13  | Pedestrian crossing between Gilbert and Eaton we need more than just one (suggested currently between Oak Crest and Live Oak Road) Depending on where crosswalks are, there needs to be a warning light below Eaton because of limited visibility when coming around corner curve (crossing the road at Live Oak Road is currently very DANGEROUS!)   |
| 14  | Should be more flash beacons, the volume of kids and distances required for crossing at Plum Creek only at the park seems to warrant at least two of the RRFBs.   |
| 15  | Flashing Crosswalk at Valley & Plum Creek - Residents of Oak Crest daily and nightly, because they are parking on Valley due to not enough parking for them.  |
| 16  | Having more than one flashing beacon crosswalk on Plum Creek.   |
| 17  | Need RRFB at Oaks sub-division.   |
| 18  | This is a must and should also be part of the school bus stop solution following completion of the project. Both of my daughters (1 in high school and 1 in middle school) cross Plum Creek for their bus stops at Eaton St. and I don't like the idea of any child crossing Plum Creek without a controlled crosswalk. This feature must be included in the final design and the bus stops should adjust accordingly.  |
| <b>Guardrail</b>  |   |
| 19  | This is dangerous for bikers since it confines them between a dangerous rail and cars with no place to bail out safely. No guardrail!   |
| 20  | Guardrail up and down the entire project from Oak Crest to Eaton is a must with just a fence.   |
| 21  | Need guardrail on both sides of street.   |
| 22  | When Plum Creek Parkway was extended up to Ridge Road, we created an arterial road that residents use as if it were a highway easily surpassing the speed limit by 10-15 MPH when traveling downhill. As a resident of the neighborhood, I purposely hold my speed to the limit to prove a point to those traveling with me on the road - I'm amazed at how many drivers stack up behind me and are annoyed that I'm traveling the speed limit. Additionally, it's extremely difficult to take a right off of Valley onto westbound Plum Creek in the morning rush and requires heavy acceleration not to get run over by speeding cars heading west. While unsightly, a guardrail is the absolute minimum requirement to protect my neighbors' homes if we can't work in a safety/noise abatement wall into the plan for the westbound lane and the eastbound lane should be protected with a raised median to avoid secondary impacts to eastbound traffic. |

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**Roundabout @ Eaton**

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| 23 | I live at Eaton and PC, corner house. I like the idea of the roundabout and how it is planned. I have seen accidents at this intersection on multiple occasion. In addition, people currently use turn lane to go around people turning into the apartments, neighborhood. This is an important safety feature in my mind.   |
| 24 | We don't think it is worth it.   |
| 25 | I feel the roundabout at Eaton Street is a must for safety (to slow traffic coming down the hill) and for access the home on Eaton.  |
| 26 | We need a roundabout at Eaton & Plum Creek. Too many accidents, slow down traffic going both ways.   |
| 27 | We definitely need the roundabout at both Plum Creek & Eaton and Gilbert & Plum Creek. *Make roundabouts elevated - the one on Perry St is too flat and people just drive over it.   |
| 28 | I like the concept of a roundabout at Eaton. It will slow traffic and speed access to both housing divisions.  |
| 29 | Roundabout is an incredible idea! On the NW corner of Eaton with the roundabout it points the cars straight at the corner houses. Would it be an affordable cost to maybe consider a guardrail.  |
| 30 | The roundabout on Eaton is a good idea it will slow traffic down.  |
| 31 | Roundabout would hold down truck traffic and lower speeds  |
| 32 | I highly value a roundabout at Eaton to slow traffic and create safe entrance to residents to Plum Creek.  |
| 33 | Station 4 -- Walk lights needed for pedestrian crossing road above Eaton to Ridge is 40 mph with a blind curve approaching Eaton. For pedestrians safety, should consider crossing lights.<br><br>@Lake Gulch Roundabout- Will there be pedestrian crossing lights? Should consider or look at Memorial crosses currently in place. High volumes/speed area; adding pedestrians standing in middle is dangerous!   |
| 34 | Yes definitely to reduce speeding coming from Ridge Road   |
| 35 | The additional roundabout at Eton seems the more ideal option than the road realignment. To ease right turns onto Eaton a right turn lane would stream line traffic such as the roundabout at Ridge Road and Plum Creek Parkway.   |
| 36 | Eaton roundabout (For sure!) YES! YES! YES!<br><br>Roundabout @ Gilbert & Plum Creek necessary stop light @ Valley & Plum Creek (too difficult to leave residential area -- timing left or right.  |
| 37 | I like the idea of roundabout at Eaton. Would like to see a couple big boulders or small guardrail to protect the new sound wall on corner of Eaton and Plum Creek incase car skids through roundabout in snowy/slick conditions coming down Plum Creek.   |
| 38 | The roundabout at Eaton Street checks a lot of boxes off my list of concerns about speed, guardrails, crosswalks and traffic flow. I believe that is the best solution for that intersection. I would like to see some large route for protection in the corners of the intersection during snowy weather.   |
| 39 | Want to move forward with this. Great idea to help keep the slowing of people coming down the hill. They drive at 50 + both directions at all hours, and kids are having a hard time crossing the street.  |
| 40 | I am ambivalent about the roundabout at Eaton.   |
| 41 | Eaton St. and Plum Creek Roundabout: I use this intersection quite frequently and I'm amazed that there aren't more accidents. Its awkward position in the curves of Plum Creek and the high rate of speed of those heading westbound on Plum Creek make this a very dangerous intersection for residents taking a left out of either the apartment community or my neighborhood. A 20 MPH roundabout is the perfect solution for this intersection, will slow downhill traffic, allows for an easy transition from four lanes back to two lanes to support the 2022 uphill plan, and should be in the final design plan for the 2019 phase. If the roundabout isn't used, will there be a stop light in its place??? What will that cost instead? At the very minimum, left turn lanes will need to be installed at Valley Drive, Oak Crest Circle, Live Oak Road, and Eaton. |
| 42 | I'm glad that public input was taken into account. Thx. I can tell from considerations here that public input was used. I remain concerned about a roundabout vs traffic light at Plum Creek & Lake Gulch. Traffic has increased a lot in the last 4 years & will continue to do so with the build out in CVR. Many of those folks will use that intersection 2+times/day.   |

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**Realignment**

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|----|---|
| 43 | I don't think it is needed.   |
| 44 | The realignment is a great idea, currently it's a tough corner  |
| 45 | Realignment would help prevent accidents by keeping curves in the road to a minimum. I say do it all!   |
| 46 | A realignment would help decrease the curves, push some traffic away from north-side homes to prevent cars entering backyards and the adjacent sidewalk/pedestrians.  |
| 47 | No, for obvious reasons (i.e.- we don't need to encourage the high speeds along this stretch of the road)   |
| 48 | This seems not so well thought out with new road. Seems it should not be extra cost. New road is a new road.  |
| 49 | Realignment should be a no brainer when doing a road. It is a good idea to change it a bit to help when driving. Bu totally changing it and costing 70k -- I'd rather see that go toward the sound fence.                 |
| 50 | I support realignment for safety  |
| 51 | I support this idea; however, either the guard rail or safety/noise abatement wall should also be part of the final design. This should not be an either/or decision, but include both options associated with Station 2. |

**Sound Fence**

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| 52 | A necessary feature for home owners that live along the improvement area.   |
| 53 | Something is better than nothing but I am concerned there will still be a lot of noise.   |
| 54 | Not necessary-Sound will be reduced by using asphalt instead- Need to know what difference each change will have on noise - concrete to asphalt, asphalt and sound fence.   |
| 55 | The sound fence needs to be concrete- not only for the noise issues but also safety issues - to many cars end up in homeowners back yards   |
| 56 | I am urging the Town to install the Sound Fence, to change it from an optional improvement to an identified improvement. As a 19-year resident of Beacham Dr, I was there when our existence went from a quiet one to a life living next to a very noisy, busy highway. I've asked the Town previously about this and am asking again. Please, please consider the addition of sound fencing. Additionally, and optimally, a concrete barrier would be best (similar to what was installed along 5th Street) and fencing should belong to the Town. |
| 57 | Also- We definitely want to have the sound fence (as high as possible) because traffic at rush hours is so incredibly loud!   |
| 58 | Sound fence is needed.  |
| 59 | Go with the sound fence. Sound Fence should belong to the City not the homeowners.  |
| 60 | When I had issues previously it was in line with a sound barrier all the way through from Oak Crest to Eaton. I don't feel that a wooden 8-ft fence is enough. When I-25 to Meadows was constructed they put up a 12-ft concrete sound barrier. This is the sound barrier I am wanting to be constructed. Why not spend the money to make us home owners safer and more sound proof. The idea that HOA for Oak Crest be responsible for a wooden fence is not satisfactory.   |
| 61 | I like the idea of a 8-ft wooden sound fence. But am concerned about the maintenance of it. The slabs and fence posts will cost significantly more than traditional slabs and 4x4 fence posts. A concrete fence would be ideal, I understand it is 3X the cost of a wooden fence.   |
| 62 | I have had access to my backyard from Plum Creek for 20 years. Is the sound fence and guardrail going to end this (reason I bought the house) can the sound fence have a gate? Can we have an opening in the guardrail. I am not interested in maintaining the fence, that is made of wood that is not readily available at the home stores. We could start with patrolling and controlling the existing traffic.   |
| 63 | The sound wall. How much more to double side it or if the residents wanted to -- could they ?   |
| 64 | The sound fence needs to be nice. It sounds like its going to be another wood fence that I'm responsible for maintaining. Sounds like its going to be a cheap wood fence. Do it right or don't do it. Make it nice. Semi-trucks need to stay off PC the engine break mufflers sound ordinance is not enforced. That's what's loud. Sound fence would help   |
| 65 | Sound fence would be nice to reduce noise.  |

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| 66                   | <p>The noise of trucks, motorcycles, loud cars and pick ups is horrendous and stressful to all of us bordering Plum Creek. We can hardly tolerate our backyards because of the noise. If the road is widened and traffic increases it will be intolerable and impact property values even more. Construction and dirt hauling should not be allowed on Plum Creek.</p> <p>Sound barrier- I don't want a flimsy wooden barrier that I am responsible to maintain or is unsightly or is not built properly. I would also not want a barrier at the expense of nature trees outside the fence line. The traffic noise is horrendous and more stressful all the time -- I would more support traffic reduction of speed and construction traffic reduced. Semi-trucks have no place on Plum Creek without enforced weight and engine break reinforcement.</p> <p>Thank you for your efforts in addressing our concerns. The speed and traffic volumes on Plum Creek is becoming more and more difficult to live with. I appreciate all that you are doing to keep Castle Rock safe and livable. However, with the explosion of building all around us, I'm not sure it will continue to be possible for all residents, especially those of us on the front line.</p> |
| 67                   | Yes, definitely for it and needed  |
| 68                   | Can further data be provided to justify the effectiveness of the proposed single layer wooden fence over other construction materials.   |
| 69                   | Sound fence is nice. Would like to see it made of concrete. At least double thick would be a must.   |
| 70                   | The sound fence is a good way to help with the concerns of this road becoming a major through road. It would be noted that the bigger the better is the way I feel about this fence.   |
| 68                   | Want to move forward with this. Would like a cement fence but any sound fence sturdy enough is better than none. Double sided. The traffic noise is unbearable everyone has a hard time enjoying their backyard. Would definitely help having an 8-ft fence  |
| 69                   | I have some concern about the sound fence on the south side of the roadway due to icing from shadowing in the wintertime; would request of how that impacts both road and walkway.   |
| 70                   | A. Asphalt is a great choice for the road material and I agree that this will cut down on some road noise. This will do nothing to abate the heavy uphill acceleration engine noise or downhill engine braking that we live with everyday, however. B. The final design solution should include noise abatement to the extent that it can impact the noise that bombards my neighbors' homes immediately residing along the road. C. In most readily-available sound studies, all that can be achieved is a 5 dBA reduction with line of sight acoustical wall panels and a 1.5 dBA reduction with redirected sound with each additional meter of height added to the wall. I'm not sold on the idea that an 8' wall will deflect enough of the road noise up and away from the top stories of my neighbors' homes to make a difference in the noise that they will continue to deal with next to the road for the proposed cost of \$350,000. D. However, I can support additional wall costs if the wall is built to specs that will also improve safety and stop vehicles from entering my neighbors' backyards.  |
| 71                   | I'm glad noise was considered & like the asphalt vs concrete. Concrete is much noisier. Fencing might help, but those neighbors might not like higher fence. A trade off perhaps. I'm also glad school buses will be on side street vs Plum Creek  |
| <b>Miscellaneous</b> |  |
| 72                   | I really like them! It would be really nice to have a rumble strip between the road and the path on the uphill direction, only. It would be dangerous downhill.  |
| 73                   | *Please put a sensor on the new light on Plum Creek and Emerald (?) as we stop there even when there is no traffic waiting to turn onto Plum Creek.<br>Bike Lanes? Sidewalk on southside of Plum Creek?<br>Need speed bump on Eaton Street- people turn into our neighborhood going way too fast (hopefully roundabout will help that issue)   |
| 74                   | Above all please do not put another light on Plum Creek Parkway. Emerald light is slowing traffic and adding drive time. Realignment and expansion has been needed for years. Glad its finally happening.  |
| 75                   | Increase CRPD speed enforcement now. S.Valley is used as parking overflow for Oakcrest.  |
| 76                   | Love idea of busses back in neighborhoods much safer.  |
| 77                   | Bike Lane for major route through Castle Rock for cyclists   |

| Summary of Comments Received- In Favor vs Against Improvement |                |          |         |                |                              |
|---|----------------|----------|---------|----------------|------------------------------|
| Project Enhancement   | Total Comments | In Favor | Against | Not Applicable | % of Total Comments in Favor |
| Roundabout at Eaton   | 20             | 16       | 1       | 3              | 80%                          |
| Realignment   | 9              | 6        | 2       | 1              | 67%                          |
| Sound Fence   | 23             | 20       | 2       | -              | 87%                          |