

ATTACHMENT B

First Name	Last Name	Castle Rock Residency	Items for Feedback	Please share your feedback
ADAM	VESELY	Resident	Traffic control aspect at Sapphire Pointe Blvd	I think a roundabout makes a lot of sense for the entrance to the Sapphire Point Neighborhood as the traffic on Crowfoot is inconsistent. One thing to note - school busses from Douglas County use the entrance to the neighborhood for student pickup / drop off so that will need to be considered when implementing the size of the roundabout. It will allow for good traffic flow into and out of the neighborhood. Thank you for your consideration.
Amy	Spiegelberg	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy,Traffic Control Concept at Timber Canyon Dr	I like the round about idea at SP€”that is where I live and it is already difficult to make a left at times. I also agree that NO lights should be added. That will severely impede the flow of traffic.
Jennifer	Iannapollo	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy,Traffic Control Concept at Timber Canyon Dr	Please leave as is. No changes are needed. Traffic seems to flow just fine as is.
Matt	Kelley	Non-Resident	Traffic control aspect at Sapphire Pointe Blvd	I like the roundabout recommendation. Traffic signals encourage dangerous driving practices (drivers speeding up to beat a red light), Cars idling waiting for a signal to change contribute to air pollution. Roundabouts encourage a steady flow of traffic at reasonable speeds. Good solution! I am a future resident in the Sapphire Pointe area.
Bryan	Bakley	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy,Traffic Control Concept at Timber Canyon Dr,Traffic Control Concept at Knobcone Dr and/or Beechnut Pl	I think roundabouts are a fantastic solution.
Genevieve	Chaffee	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy,Traffic Control Concept at Timber Canyon Dr	I would not slow down traffic on Crowfoot for Diamond Ridge, Timber Canyon or Knobcone based on traffic volumes. For Sapphire Pointe Blvd I agree the light will not be helpful when traffic volume is low but I have concerns about Sapphire Point traffic not being able to turn left during high traffic times (enter traffic circle). Also the right turn from Sapphire Point needs to be a continuous lane like the right turn onto Founders. This helps traffic to keep merging. Most drivers aren't great at merging and currently don't use the acceleration lane from Sapphire point like it was designed but a through lane might help.
Jean	Franzmann	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy,Traffic Control Concept at Timber Canyon Dr,Traffic Control Concept at Knobcone Dr and/or Beechnut Pl	Have real concerns on traffic as the new development is completed. Too many homes for one road. Live in Diamond ridge.
Keith	Ricken	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy,Traffic Control Concept at Timber Canyon Dr,Traffic Control Concept at Knobcone Dr and/or Beechnut Pl	I am in agreement with the preferred options shown on the website. Signals would be overkill at this time, and roundabouts should never be considered as they are unsafe and inefficient (based on how I see others being used).
Gary	Bruns	Resident	Traffic control aspect at Sapphire Pointe Blvd	NO roundabout. People absolutely cannot understand the concept.

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Scott	Tweedy	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy,Traffic Control Concept at Timber Canyon Dr,Traffic Control Concept at Knobcone Dr and/or Beechnut Pl	Acceleration lanes make the most sense to me. They can be in place timely and at significant savings over signals or roundabout options. Thanks and good luck.
Steve	Gomes	Resident	Traffic control aspect at Sapphire Pointe Blvd	I spent many years driving in an area with roundabouts and have driven many of the local roundabouts. I live in Sapphire Pointe and use this intersection multiple times a day. I do not want to see a roundabout along Crowfoot especially at this intersection. It will not benefit pedestrians, cyclists, or motor vehicles. I prefer a light if traffic mitigation is necessary. the dedicated turn lane and acceleration lane should be sufficient for the amount of traffic at this intersection.
Bryan	Moore	Resident	Traffic control aspect at Sapphire Pointe Blvd	The town is truly considering traffic control, one extremely valid option that is not being talked about that I'm aware of as a traffic control option, the blocked off road at the top of sapphire point Boulevard where it connects to Mesa Dr. should be annexed via eminent domain to the town of Castlerock so it's residence can use that area. Should there be a major incident in front of the Sapphire point Boulevard / Diamond Ridge developments there is no alternative egress options.
Leslie	Lilly	Non-Resident	Other	What concern does the Town of Castle Rock have with the "future" connection of the Canyonside Blvd. {City of Castle Pines} at Crowfoot Valley Rd. and the subsquent increase in traffic?
Howard	Cohen	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy,Traffic Control Concept at Timber Canyon Dr,Traffic Control Concept at Knobcone Dr and/or Beechnut Pl,Other	With all of the building taking place in the area, use of a roundabout, or a two way stop sign in all of these areas (especially Sapphire Point is not truly a viable solution. Backups and accidents would be far too significant. The only legitimate option would be to put in traffic lights. If set up correctly with turn on and turn off lanes on Crowfoot, the traffic travelling northbound (away from Founders) on Crowfoot could have a constant flow/ green light, at least in the right lane and potentially in both lanes leveraging barriers. An additional idea. The far right lane travelling westbound on Founders at the intersection by the US Bank should no longer be a turn only lane. Now that there are three lanes of continuing traffic, it only serves as an inconvenience and forces people coming from Crowfoot to switch lanes unnecessarily. Additional item. A concrete barrier should be placed in between the right lane and the middle lane heading westbound on Founders at the intersection with the 25 North. There is no reason to make the far right lane stop at the onramp. that light backs up traffic unnecessarily. It is illegal to turn into that far right lane from the opposite off ramp. A concrete barrier for the short stretch of road would allow a freer flow of traffic and avoid potential accidents.
Joy	Yehle	Resident	Traffic control aspect at Sapphire Pointe Blvd	The intersection doesn't drain properly and is usually very icy going right onto Crowfoot. Whichever solution is implemented, that needs to be addressed.
Rick	Craig	Resident	Traffic Control Concept at Timber Canyon Dr	Personally, I strongly believe there should be a roundabout at the intersection of Crowfoot Valley and Timber Canyon Drive. Given the large volume of traffic traveling South/West on Crowfoot from Parker (and this traffic will only increase with the number of new developments being built East of Timber Canyon Drive), turning Left into Timber Canyon with the volume and speed of cars coming down hill (limited visibility) is starting to become a real safety hazard. Given roundabouts are a proven to be successful at slowing traffic down, especially when going from a rural to more urban zone (exactly what is happening at this point on Crowfoot going West/Southbound), I think that is a far more effective option. It will also help provide an easy way for those forced to turn Right out of Knobcone drive change their direction without having to make a U-turn on an already overly congested part of the road. Please feel free to call me if you have any questions 303-495-8332.

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Dan	Dineen	Resident	Traffic control aspect at Sapphire Pointe Blvd	With the proposed expansion of Crow Foot to 4 lanes of traffic, the expected increase in the volume of traffic created by the new homes sites along Crow Foot in Parker, Castle Pines and the area due East of Sapphire Pointe Blvd I recommend a Stop Light at the intersection of Crow Foot Sapphire Pointe..The estimate that the traffic would not warrant a Stop Light until 2026 is underestimating the time frame for new developments along Crow Foot . Sensors placed in both roadways would allow for traffic monitoring and traffic light control to maximize traffic flow. (Unlike the issues at Crow Foot and Founders) The current 45Mi/Hr speed would not work at a round about. Another option to be looked at would be to open an access road from the end of Sapphire Pointe to Mesa Drive to provide another egress pointe from Sapphire Pointe to I 25
Tracy	Nimmer	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy	A traffic light at Sapphire Point Blvd makes the most sense. Something will also need to be done at Diamond Ridge Pkwy, possibly a round about if the hill on crowfoot is not too steep. We donâ€™t want everyone from Sapphire Point to bypass light and drive through Diamond Ridge. Diamond Ridge Pkwy already has issues with people speeding from surrounding neighborhoods.
Michelle	Craig	Resident	Traffic Control Concept at Timber Canyon Dr	Given the difficulty that already exists when turning left onto Crowfoot from Timber Canyon Drive (and sometimes even turning right during busy times) a roundabout would be the best option on Crowfoot at Timber Canyon. The traffic on Crowfoot travels at rates significantly above the posted speed limit and the hill near just northeast of Timber Canyon Drive limits the line of sight of both oncoming and merging traffic. As population increases this will become an even more dangerous left turn. That danger could be eliminated with a roundabout (causing slower speeds) being put in prior to population increases.
Eston	Schwecke	Resident	Traffic control aspect at Sapphire Pointe Blvd	It would seem that traffic going through the intersection at Crowfoot and SP would be a lot for a round about. Traffic is coming both ways at 45 mph. Slow down to less than 25 mph for the roundabout, or stopping at all times seems like a problem to me. I will appreciate some additional information which I'm sure will be available at the open house. What is the number of homes that may/will use this area from Canyons and South Canyons during build out and conclusion of those developments? How many vehicles go through now on a daily basis? What is anticipated as things are built out? Thanks for your help and consideration.
Heather	Rieber	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy,Traffic Control Concept at Timber Canyon Dr	I do not think a roundabout at Sapphire Pointe Blvd is the best option for that intersection. Crowfoot will only get busier in the next 10-15 years and will eventually necessitate a traffic signal. Why not have the developer fund that cost right now instead of the Town funding the change later? A roundabout would be very strange and unexpected to drivers on such a busy road, especially coming into it from a long stretch of a 50 MPH speed limit. A traffic signal would be much more expected and visible to drivers, especially at night. Also, many semis travel this road during development and they will tear up a roundabout in no time. It also won't be of much help to people turning left out of Sapphire Pointe. Lastly, I traffic signal will be much more helpful than a roundabout to people turning left out of Diamond Ridge and Timber Canyon - a signal would provide more of a break in the southbound traffic than a roundabout would. I agree that there should not be lights at Diamond Ridge Pkwy and Timber Canyon Dr for the reasons stated, but also because having a signal at Diamond Ridge Pkwy would be a total mess in the winter with cars having to stop on an uphill during slippery road conditions and then not being able to get going again. Finally, I would like to request a longer left turn lane from Crowfoot onto Diamond Ridge Pkwy. Many times only 2-3 cars can fit there, so there are cars protruding out into the through lane. Also, there needs to be more of a separation between the opposing lanes - when sitting in the left turn lane from Crowfoot to DRP, the oncoming traffic almost seems like it's going to hit me because there is a curve right there that people cut into. Thank you!

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Kenneth	Cupit	Non-Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy,Traffic Control Concept at Timber Canyon Dr,Traffic Control Concept at Knobcone Dr and/or Beechnut Pl	As a retired Professional Engineer both in Colorado and in four other states and having great experience with Round A-Bouts working as a Project Manager with the FDOT. I highly urge you to take a close look at using Round A-Bouts. The work very effectively if designed and installed correctly.
Ronald	Tom	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy,Other	Rather than constructing a "Round A Bout" at Sapphire Point intersection, Is it feasible to relocate this "Round A Bout" to the Diamond Ridge intersection? It is apparent as civilian, commercial, construction vehicles, etc. travel Southbound (downgrade) there is a tendency they increase their speed. Adding a lane to the north and south bound with lanes to merge into traffic and lanes to either turn right or left certainly will be helpful. Are their any long range plans to develop a "Artery" roadway somewhere along Crowfoot Valley to I25 to mitigate increased volume as each phases of development is completed. Hopefully your "Master Plan ' will coincide or a completion date prior to the developers granted occupancy. Appreciate your office having there "Vision' to plan ahead. Thank you all!
Bonnie	Smedra	Resident	Other	I would like to see a traffic light coming out of Diamond Ridge entrance itâ€™s getting way to busy .
Faye	DiFrancia	Resident	Traffic Control Concept at Timber Canyon Dr	Initial discussion suggested a roundabout at the intersections of Timber Canyon Dr. and Crowfoot Valley Road. This would allow an "automatic" SLOW-DOWN for all drivers and add a sense of fair timing for those exiting the subdivision. Acceleration lanes and lanes across traffic patterns create risks to all drivers and bicyclists, yes they are in traffic too, as well. Acceleration lanes are unacceptable. Being safe and fair for all will be accomplished with a traffic circle. Thank you!
David	Albright	Resident	Traffic control aspect at Sapphire Pointe Blvd	With 5000+ new homes being built along Crowfoot Valley in addition to the number of commuters using it as a bypass to Aurora, something needs to be done. When I moved to Sapphire Point in 2014, I mentioned to the transportation folks who held an open hall at city hall that even at that time, planning needed to be done. It is now 7 years later and 7 years too late and it will probably take another 7 or more years for the city to do anything about it. The city of castle Rock has grown since I moved to Castle Rock in 2003 and nothing has been done to alleviate traffic besides additional lanes on 25, and more recently 85. Since that time, the population has grown from 10,000 residents to almost 75,000 with no end of expansion in sight. The city planners have not given any consideration to potential traffic concerns as they add population through annexation. Before it is too late due to new construction, Crowfoot Valley should be turned into a 4 lane bypass with exits and frontage roads. A road should have been constructed to bypass Castle Rock directly from Crowfoot Valley to exit 187 on I25. Now we're relying on the city of Castle Pines to put in a throughway through their neighborhood which will be overused and in need of an expansion before it is even built. The city should have also mandated a bypass through the new construction in the Macanta neighborhood linking to 86 on the southern side. Transportation needs should not be reactionary, they should be visionary. The city should look at the needs considering expansion, 10, 15, 20 years away. Not paying for a quick fix today that last for 4-5 years and need to be revisited again and again. Look to the future of Castle Rock as you plan it's growth. Look to see where you see the city is in 25 years and then look to see how folks will get there. That's what is needed. Not continuing to throw away dollar after dollar on projects that only serve as a Band-Aid and not as a permanent solution.

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Brad	Fabling	Resident	Traffic Control Concept at Diamond Ridge Pkwy,Traffic Control Concept at Timber Canyon Dr	Thanks for opportunity to provide feedback. I like the preferred alternative at Timber Ridge intersection with acceleration lanes both north and south. North is most important given the uphill coming out of the Timber Ridge. Drivers traveling southbound on Crowfoot do not slowdown prior to Timber Canyon Road. Installing some type of traffic calming at Diamond Ridge Pkwy intersection (not necessarily a roundabout) or between Diamond Ridge and Timber Canyon would make it safer for residents entering/leaving Timber Canyon. When will an alternative route/road be installed to move traffic from Crowfoot Canyon Road to I-25? With all the homes being built between Hess and Founders Parkway along Crowfoot Canyon Road, I believe now is the time to build that additional access to I-25. Moving all the traffic to Hess or Founders, even with these improvements will not reduce the excessive traffic backups to get onto I-25 from Founders business district (we are seeing backups now) or turning onto Hess from Stroh (seeing long backups now during rush hour) and then other roads leading west to I-25. I see the future plan is to connect to Hess Road. Would make more sense to me to connect to Happy Canyon as a less used intersection/on ramp from the East.
Kathy	Snow	Resident	Traffic Control Concept at Timber Canyon Dr,Traffic Control Concept at Knobcone Dr and/or Beechnut Pl	As we only have one way in and out of neighborhood I am concerned about about community members from Timber Canyon who need to make a left turn onto Crowfoot beings advised to turn right and make a U-turn from the Timber Ridge housing community to be able to go down Crowfoot to Founders. Timber Canyon at least has two entrances and exits. This is already an issue for community members when we turn into the community and have to wait for someone to make a U-turn. The amount of traffic that currently comes north and south on Crowfoot already makes it difficult to merge into traffic. People do not slow down coming south in the mornings and evenings. As it is I need to plan not to leave the neighborhood before 9am and again in the afternoon starting around 3. I think the amount of traffic currently present and what is expected is going to lead to accidents. There needs to be a better way to slow traffic down coming over the hill from the Diamond Ridge area.
Philip & Pam	Brunson	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy,Traffic Control Concept at Timber Canyon Dr,Traffic Control Concept at Knobcone Dr and/or Beechnut Pl	No more traffic lights! What a mess Meadows Pkwy/Founders Pkwy has become to drive every day!! If you time it wrong, you can get stuck at every light. What a waste of time and gas. Roundabouts are a much better solution IF needed. I agree with the “Preferred Options” depicted for each intersection shown on http://crgov.com/2818/Crowfoot-Valley-Road Improved turn lanes at Knobcone, Timber Canyon and Diamond Ridge. Roundabout at Sapphire Point.
Steve	Tarbox	Resident	Traffic Control Concept at Diamond Ridge Pkwy,Traffic Control Concept at Timber Canyon Dr	Suggest dedicated right hand only turn lane southbound from Sapphire Point Pkwy round-about through to Timber Canyon Dr. This is critically important as southbound right turn on to Timber Canyon Dr, is less than a 90 degree turn which requires significant slow down. Without it you are risking more rear end collisions to those entering our our community there. Downhill speed are already too high at 45 mph with no local enforcement. Our ability to exit Timber Canyon drive is impacted by limited sight-lines toward the north and those downhill speeds. Protected south bound right turn lane would benefit anyone entering fire station, Diamond Ridge Pkwy and /Timber Canyon Dr from the north without risking more collisions. It also provides a somewhat protected south bound exit from Diamond Ridge Pwky and Timber Canyon Dr. Again the limited sight-lines and downhill speeds are most significant for those entering Timber Canyon Dr from the south and exiting towards the north. We need something better than what is currently being proposed by /town Planners

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George	Tocquigny	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy,Traffic Control Concept at Timber Canyon Dr,Traffic Control Concept at Knobcone Dr and/or Beechnut Pl,Other	The biggest problem right now on Crowfoot is excessive speed, and no traffic law enforcement. Therefore, I am in favor of any intersection modifications that would slow traffic down. Why does the speed limit have to increase to 45 northbound before reaching the Diamond Ridge Pkwy (DRP) intersection. Considering that few vehicles ever actually go the speed limit, and that we no longer have PROACTIVE law enforcement in our Town, I would like to see the speed limit reduced to 35 mph on Crowfoot from Founders to the Town line past Sapphire Point Blvd. Most vehicles love to speed up the hill on Crowfoot from the Founder’s intersection, or conversely, continue their high rate of speed southbound past the DRP intersection down the hill past Timber Ridge and Timber Canyon. Greatly increased traffic volumes along both Crowfoot and Founders have significantly increased traffic noise to the “œfront-end” of Diamond Ridge Estates, and I am certain for the aforementioned communities, plus Pinion Soleil. What is the objective of the Town in allowing the speed limits to be set so high, and then to have them go unchecked by lack of law enforcement or other measures that would cause vehicles to slow down? These are high-property-tax-contributing communities with families where safety is #1. I’ve heard the old rules of thumb for how speed limits are generally set, but with the advent of smartphones, those rules are obsolete in my opinion, since they applied only when you could depend on drivers having their eyes on the road! Relative to noise levels generated from faster speeds, nobody considered increased use of non-stock and other exhaust systems that make vehicles even noisier. I appeal to the Town to lower speed limits, construct the correct intersections and controls, and START PROACTIVELY ENFORCING OUR TRAFFIC LAWS!
Jill	Jenkins	Resident	Traffic Control Concept at Timber Canyon Dr	Speeds in this area are already out of control. This needs to be a reasonable plan that allows us to safely enter and exit our neighborhood with our families.
Brian	O'Malley	Non-Resident	Other	unable to listen in on the virtual open house since WEBEX stated I wasn't a panelist. Where's the guest link???
Ron	Van Bruwaene	Resident	Traffic control aspect at Sapphire Pointe Blvd	Prefer stoplight that would be intelligent (have sensors) to know when vehicle(s) at sapphire pointe. This would allow more continuous flow during busy times on Crowfoot. Have not seen good flow with other roundabouts in CR.
Gary	Vavra	Resident	Other	I was not able to join the meeting on line. Even though I had the Event number and password, I was never able to get to the screen to enter that information. I was asked for first and last name and email address. After entering that info I was not able to proceed. Very poor user friendly access.
Rebecca	May	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy,Traffic Control Concept at Timber Canyon Dr,Traffic Control Concept at Knobcone Dr and/or Beechnut Pl	I think the round abouts proposed in picture 2 and 4 might be the best option as it might slow the traffic on Crowfoot Road and also allow the current traffic flow for Timber Canyon residents and Sapphire point. If the round abouts are not an option then the only other viable option might be a stoplight. i am not in favor of mimimizing how to enter/exit our neighborhoods. The noise level on Crow Foot needs to have strong attention!! It is ruining our quality of life and decreasing home values. A noise wall and dedicated right hand turn lane into our neighborhood is critical.
Caryn	Johnson	Resident	Other	The information as presented on the Town's page for Crowfoot Valley Road is quite small. I can't read it. Actually this form has a larger viewing aspect than the page. It would be helpful if staff could make this information, or at least the images larger. Thank you.
Mark	Johnson	Resident	Traffic control aspect at Sapphire Pointe Blvd	It makes no sense to to put a round about at Sapphire Pointe Blvd and Crowfoot for millions of dollars and then 6 years later put in a traffic light. In addition, my teenage children have found that round about intersections are confusing and therefore increased danger to my family. Also, traffic coming from Parker is coming past Sapphire Pointe Blvd at a much faster rate than the posted speed. When would the speed limit be reduced? Please install a traffic light at this junction.
Jeannie	Key	Resident	Traffic Control Concept at Timber Canyon Dr	We absolutely cannot lose our acceleration lane going south from Timber Ridge (Timber Canyon Road) or our deceleration lane coming into our neighborhood from Diamond Ridge. This will be a huge safety issue if they are removed. They appear to be removed when you add those “œacceleration lanes”, which make no sense if looking at safety. I’ve lived in Timber Ridge for five years and can assure you the accidents will increase drastically if you remove those lanes. Also, can you ask the guy from Boulder to return there if he likes traffic cameras?ðŸ˜,. Thank You.
Robert	Martine	Resident	Traffic Control Concept at Knobcone Dr and/or Beechnut Pl	There should be sidewalks installed between Beechnut Place and Crowfoot. It doesn't make any sense why there are not sidewalks there. Also, there should be sidewalks installed between Knobcone and Diamond Ridge Parkway. Additionally, there needs to be signs installed on Founders indicating that the traffic light is approaching including flashing lights. Drivers speeding down Founders cannot see the traffic light approaching.

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				First, thanks to Dave Corliss, Dan Sailer and the Town Management team for briering the community on the planned construction options on Crowfoot and for providing the opportunity for feedback. Also, a big thank you to Mr. Gray and Ms. Cavey for their support and comments. As Timber Canyon resident, and as mentioned during the January 26 forum, my biggest concern is vehicle speed between the planned roundabout at Sapphire Pointe Boulevard and Founders Parkway. Reduced vehicle speeds can significantly improve both safety and noise abatement. A few years ago, after discussion with the community, Dave's team completed a traffic study on the subject stretch of road and ultimately reduced the speed limit between Knobcone and Founders from 45 mph to 40 mph. This was very much appreciated! However, as traffic continues to build and given there are three neighborhood entrances between Sapphire Pointe and Founders, it seems prudent to reduce speed further to perhaps 30 or 35 mph. Even a further 5 mph decrease in speeds will significantly reduce the severity of any accidents and greatly reduce noise.
Tom	Curtis	Resident	Traffic Control Concept at Knobcone Dr and/or Beechnut Pl	I understand engineering practice favors an approach to set speed limits consistent with the "natural flow of traffic", but in this case the safety of the residents entering and exiting from no fewer than three distinct communities would seem to justify favoring safety over optimized regional traffic flow. As noted during the forum, a roundabout at Timber Canyon Drive was recently included in the Town's Five Year Plan, specifically to reduce speeds in the subject stretch of road, but tonight we learned that the gradient on Crowfoot Valley may preclude that option ... I leave that debate to those who better understand road construction. However, if the roundabout truly cannot be installed at Timber Canyon Drive, I strongly recommend, and fully support, automated speed-camera enforcement as an alternate solution. I urge you to read the CDC's summary on this topic at https://www.cdc.gov/motorvehiclesafety/calculator/factsheet/speed.html, in which it was noted that such enforcement can reduce injury crashes by as much as 20% to 25%. And in a study in Arizona the reduction in injury crashes was up to 48%, albeit on a higher speed road. Yes, a reduced speed will slow regional traffic ... in favor of the safety of the Town's residents. Surely, safety along this short 0.7 mile stretch of Crowfoot Valley outweighs higher regional traffic speeds as one enters the Town's city limits? Simple math indicates that if average speed along that entire 0.7 mile stretch was reduced from 45 mph to 35 mph, the increased travel time would only be 16 seconds! 16 additional seconds seems like a pretty good trade-off for the enhanced safety of literally hundreds of Town residents, wouldn't you agree? In closing, I believe many of the pros and cons of the options at each of the relevant four intersections and the resulting "preferred solutions" make a lot of sense. However, I kindly ask you to reduce the speed limit to 35 mph, and if this can't be achieved by a natural "barrier to speed" like a roundabout at Timber Canyon Drive, please achieve that targeted speed on this short 0.7 mile section of road with automated speed-camera enforcement. Controlled studies clearly show that such a solution will change driving speed behavior, effectively improving safety and reducing traffic noise.

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Bob	Sherrow	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy,Traffic Control Concept at Timber Canyon Dr,Traffic Control Concept at Knobcone Dr and/or Beechnut Pl	Good Morning City Council, first I would like to say thanks for the city of Castle Rock to provide this information on the Crowfoot Valley Road / Founder Parkway access points. I wanted to let you know that I was on the conference call yesterday evening but could not provide my feed back to the council on the phone call. I wanted to let everyone know that one key issue that I see as a property owner at the entrance at Timber Canyon/ Knobcone Drive is that the main safety issue is with the excessive speeds that are coming up from the intersection at Founders Parkway onto Crowfoot Valley is a unbelievable major safety issue. I would like recommendations to have additional police coverage throughout the day to find a way to curtail these aggressive speed limits on this roadway. I know for a fact that several high end sport cars that live in Diamond Ridge and the Pradera communities will turn left at Founders Parkway Intersection onto Crowfoot Valley Road and will excellerate to excessive speeds of 80 to 100 mph plus once they get past Timber Ridge entrance / Diamond Ridge entrance. The city of Castle Rock's police department desperately needs to provide some sort of surveillance coverage on this roadway for additional safety assurance to these communities along Crowfoot Valley. I strongly disagree with the recommendation to provide a U-Turn lane at the Intersection of Founders and Crowfoot Valley for an access point that would potential cover the community of Timber Canyon coming from the exiting point of Beechnut Drive since the city is considering elimination of a left had turn out of Knobcone onto Crowfoot Valley Road. Having a U-Turn on a major 6 lane road sounds incredibility unsafe in so many ways. I would indeed eliminate this recommendation and look at an alternative path for the folks exiting out of Timber Canyon community from Knobcone Drive exit with either a "Roundabout" at Timber Ridge or a Light Signal with a U-Turn option at Timber Ridge community. In addition, the town needs to figure a way to slow down this massive flow of vehicles coming into Castle Rock from Parker. The recommendation for a Roundabout at Sapphire point is 100% a great idea to potential slow traffic down coming traffic from Parker into Castle Rock. In addition, Diamond Ridge needs a signal light addressed at this community to obtain access into and out via a left turn and a right turn into and out of this community. Please note, the city has already projected a traffic increase from 14,000 cars a day to 37,000 cars a day. Let's just go ahead and go high with a traffic flow of 42,000 cars or an increase of x 3 from current flow todays. These numbers are staggering to all of the folks in these communities. As discussed several times on the conference call last night - it's all about the safety of the folks who live in these communities and it appears the county, city and the state lack a strategy on providing several access points in and out of these massive development growth projects in this area. Looking forward to additional discussions in the near future. Thanks, Bob Sherrow
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Steve	Gaal	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy,Traffic Control Concept at Timber Canyon Dr,Traffic Control Concept at Knobcone Dr and/or Beechnut Pl	I listened with interest last night on the phone as I could not log on or have my questions answered when I raised my hand by pressing *3. Given the challenges I would first like to request another open forum to address many questions that remain. I am resident of Timber Canyon and have been affected by multiple construction events at Founders and Crowfoot in the past 5 years. The noise, pollution, dust and inconvenience are not welcome event again when the overall goal should have been accomplish on the first event. I heard repeatedly last night about efficiency and you being good stewards of our money. Neither is being exhibited in your actions. Your choice as the managers of our town to approve the growth you have has been unwelcome and a failure in the aspect that you are now playing catch up with the stressed infrastructure to accommodate even more growth. You are also burdening the current residents with the infrastructure change costs when this should have been placed upon the builders and passed along to the new residents for whom these changes are required. I would like the questions below answered: â€¢What will you do for sound and light mitigation? A wall is not an option for our town or neighborhood. A berm with ponderosas and scrub oak would match the surroundings best and help keep the rural integrity that we moved here for. â€¢There is significant wildlife in the area until your approvals of relentless growth drive them all out. What will you do to help them navigate a 4 lane road? Tunnels may be the best and safest option as fences are not an option. â€¢You mentioned last night using Knobcone and Beechnut as u-turn areas for those that will not be able to make northbound turns from the west side of Crowfoot. Are you proposing using a residential neighborhood to move traffic that should stay on Founders and or Crowfoot? â€¢Safety; You mentioned there is a particular probability of accidents that will happen. This is the same as acceptability in my mind and this number should be at 0, with no exceptions. â€¢The current right tun on to Knobcone from Crowfoot is currently a significant hazard. As I am slowing to make a turn, others are speeding up to merge, sometimes very aggressively, and at times coming close to rear ending me. This needs to be fixed ASAP by forcing everyone to merge sooner and then creating a turn only lane for Knobcone. â€¢One more note on the efficiency and decreasing of pollution, both noise and air, you spoke of last night. The left turn lane off of Founders on to Crowfoot if exceptionally inefficient and dirty. I sit in that lane while traffic backs up with no oncoming traffic from west bound founders. This needs to change to a flashing yellow as every other light on Founders parkway is. People force their way through a yellow and even a red light creating a hazard that does not need to happen. In conjunction the speed limit from westbound founders should be lowered to 40MPH at the top of the hill. This would allow east bound founders to north bound Crowfoot ample time to safely navigate a turn on a flashing yellow. The lower speed limit would also force trucks to slow sooner hopefully eliminating the use of their engine brakes beside my neighborhood. â€¢Lastly, the street lights that have been installed on Crowfoot are useless and contribute significantly to expenses and the light pollution of the area. They
				Again thank you for your time on the Zoom call this week and for seeking input from the community. Just a few comments regarding the project as a homeowner living in Timber Ridge backing up to Crowfoot. I especially appreciate the need to address the noise/pollution that has increased already and will continue to increase as traffic grows over the coming years. I am in favor of the preferred proposal put forth with a roundabout at Sapphire Pointe (to help slow southbound traffic and hopefully create some gaps) and stop signs w/ accel. lanes at the other three locations for all of the reasons described in the presentation. I would strongly oppose putting in a roundabout or stoplight at any of the other locations in order to keep noise and pollution levels lower as well as allow cars to get up the Northbound hill in inclement weather. Any forced slow down or stop northbound creates a great amount of noise and pollution as cars/trucks/motorcycles gun it from slower speeds to make it up the hill and slowing down their momentum from Founders would only make it worse. There are natural breaks to the northbound traffic already and the idea of putting in a roundabout or light for the minimal left turns out of Timber Canyon, Timber Ridge or Diamond Ridge are unnecessary and will only create more problems in my opinion. I do think a northbound deceleration lane for Timber Canyon residents to turn right onto Knobcone has merit as well. More importantly, I believe that any additional connectors to I25 from Crowfoot north of Sapphire would have a greater impact on volume, speeds, noise and safety than any of these measures discussed by eliminating much of the traffic from Founders to Sapphire Pointe due to the fact that anyone living off Founders (Terrain, Pinion, etc.) will most likely stay on Founders to/from I25 and anyone north from Diamond Ridge/Sapphire to Pradera would most likely use the alternate connector to/from I25 which would eliminate a large amount of traffic from Founders to Sapphire. Please push for the additional connector(s) to be built as soon as possible as I believe it will have the greatest impact on solving the concerns of most Castle Rock citizens from Terrain to Pradera as well as all of the communities in between. Thank you.

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James	Dearing	Resident	Traffic control aspect at Sapphire Pointe Blvd	The comments about a light creating gaps for left turns brought to mind that the best place to install one would be at the future Hess road intersection. That would create gaps for all of the other intersections leading up to Founders Parkway and would allow those other intersections to go with the stop sign/acceleration lane model. The comments about drivers needing to understand how to navigate a circle (except for the tiny one in down down CR) were also true. The best example of that is over in the Promenade area where there seems to be no standardization.
				As a resident of Sapphire Pointe for 16 plus years, who has been on traffic committees with the community, worked with the city in the past and have done research on traffic control solutions, it is my qualified opinion that a traffic light at Sapphire Pointe Blvd and Crowfoot is the best option for Sapphire Pointe Blvd and Crowfoot Valley Rd.
				For Diamond Ridge, Timber Canyon Drive and Knobcone Drive, I believe a right in- and right out of these streets are the best options. If this is not an option, then a second traffic light at Diamond Ridge Parkway would be the best option. In my observation over the years some of the Diamond Ridge residents making right hand and left hand turns do not allow for adequate safety to merge into oncoming traffic. Has the possibility of a connector road from Diamond Ridge Parkway to Sapphire Pointe Blvd been explored to allow left hand turns from Diamond Ridge?
Craig	Coney	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy,Traffic Control Concept at Timber Canyon Dr	I don't believe that the additional traffic concern identified by residents should be included in the decision making process. Since there has been discussion of Diamond Ridge considering gating their community due to the extra traffic from other developments, If Diamond Ridge does gate their community, it will change the current traffic flows.
				I do not believe roundabouts are a viable solution on Crowfoot Valley observing the use of the existing roundabouts in Castle Rock by cars , trucks with trailers, and semi-trucks. In my observation of the existing roundabouts, vehicles traveling at higher speeds often do not maintain lane control in the roundabouts, and any time a vehicle longer than approximately 25' enters the roundabout it has challenges maintaining it's single lane and often crosses over into other lanes. Crowfoot Valley will have a higher percentage of longer vehicles while construction is occurring of the build out of approved developments and this will cause an unnecessary safety hazard to residents. I also believe that with the speeds on Crowfoot Valley Road, the drivers will not be expecting or prepare adequately for the roundabouts which will cause additional hazards and confusion. The data may reflect roundabouts are a better solution, however the integration of the solution needs to be considered as a whole to determine if it is the correct solution overall.
				In regards to the concerns brought up by Timber Canyon, I do not foresee how a solution other than right in-right out would benefit residents traveling on both Timber Canyon and Knobcone Dr, with the land constraints other than the present design. A traffic signal at either intersection would cause delays on Founders. Sincerely Craig Coney
Joseph	Heins	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy	No stop lights at Diamond Ridge and crowfoot, roundabout at Sapphire Pt and crowfoot
Michelle	Valdez	Resident	Traffic control aspect at Sapphire Pointe Blvd	It would be great if we could have a light installed at the entrance of the Sapphire point neighborhood due to the increased traffic that will be coming from the surrounding new construction.
James	Willson	Resident	Traffic control aspect at Sapphire Pointe Blvd	A full traffic light with left turn controls is by far the most effective way of saving lives at the Sapphire Pointe intersection.
Shawn	Clark	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy	No traffic signals please. Either a long right turn merge lane or round-a-bouts.
Blake	Hamann	Resident	Traffic control aspect at Sapphire Pointe Blvd	
Carrie	Hurd	Resident	Other	Why is the turn light at the corner of Crowfoot and Founders not yellow flashing as you proceed from Founders onto Crowfoot? Seems that would allow for better flow during lower volume traffic times

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Jack	Snavely	Resident	Traffic control aspect at Sapphire Pointe Blvd	I believe that we should be able to exit the North road out of Sapphire Point as this would give 2 exits and help relieve the traffic. It is upsetting that The Canyons is building more homes than they agreed to and moved a 4 lane road to our development boarder rather than through THEIR community as originally on their plans. I believe Sapphire Point has been poorly treated by the Canyons and not defended by Castle Rock. Not that I want to disrespect Happy Canyons but all lines are being redrawn. Why not open the North exit?
Joshua	Richards	Resident	Traffic control aspect at Sapphire Pointe Blvd	1. Open the west side of Sapphire Pointe to the freeway. 2. Open a second east side entrance to Sapphire Pointe that is north of the condos/apartments and connects to either Fire Opal, Marble or Baguette.
Aaron	Scribner	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy	Founders to Crowfoot: Poor choice at adding a 2nd turn lane. It should have been a fly-over to avoid the light and keep traffic moving. Sapphire Pointe must be kept closed to through traffic. Traffic entering the neighborhoods should only be for residents or visitors of residents. Something needs to be done about aggressive driving in the neighborhood before some impatient driver kills a child. If it happens to my child, then the town of Castle Rock will definitely be on the defendant list when the negligence suit is filed. This has been mentioned ad nauseum with the town refusing to take ownership to make the streets within the neighborhood safe.
Christopher	Nelson	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy	First - thank you for your work at crowfoot and founders - this is working well. I would recommend a light at sapphire point and crowfoot valley; however, their needs to be a spillway right lane to move traffic from sapphire point blvd to crowfoot valley without a light - a dedicated lane just like crowfoot to founders. Crowfoot needs to be at least 2 lanes - prefer 3 from founders. There are many "near accidents" here as cars try to move into the one lane from founders on crowfoot near diamond point - many drivers are not letting other drivers in or are not aware that crowfoot goes down to one lane so fast - this is a problem - probably the highest priority. Diamond ridge needs a longer and clear left turn lane coming up from crowfoot - probably doesn't need a light yet if there is a light at sapp pointe. After the neighborhood homes go up next to sapp pointe, there will need to be three lanes up and down crowfoot and extending some distance east beyond the new neighborhood.
Richard	Orellana	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy,Traffic Control Concept at Timber Canyon Dr,Other	Traffic control on Crowfoot will be a must by the time Canyons North and South is built out, and probably much sooner. Traffic controls at every intersection can not work as they are all too close together. A light at Timber Canyon Dr. would help with left turns towards Founders but is it too close to the founders intersection and back up traffic to the major intersection. A light at Diamond ridge would be better although in my experience most traffic turns right onto Crowfoot to go towards Founders...no light needed for that, but turning left into Diamond Ridge will be a problem with a widened Crowfoot. A traffic circle at Sapphire Pointe Dr does not bother me, although it will need to be bigger than many think because of volume, four lanes, plus emergency vehicle access. Is there right of way room for a major circle (especially with the gas line along Crowfoot)? There will eventually be an intersection just NE of Sapphire Pt. I suspect there will be some commercial development which must be considered with all else.
Janice	Baker	Resident	Traffic control aspect at Sapphire Pointe Blvd	Need a light when building is complete
Lori	Smith	Resident	Traffic control aspect at Sapphire Pointe Blvd	The Sapphire Pointe Blvd intersection makes the most sense for traffic control (light) on the southern end of Crowfoot Valley. There are, I believe, more homes in that subdivision than the others nearby and it's a larger entry area to start with.
Ashley	Rupp	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy	I appreciate that the road is being widened on Crowfoot near Sapphire Pointe before the new neighborhood is done but traffic will just have to funnel back to one lane near Diamond Ridge. That road has a lot of curves and un even asphalt making it a problem. I would like to see the road widened at that point to connect the new roads near Sapphire Pointe and Crowfoot/Founders intersection.
Kalman	Simon	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy,Traffic Control Concept at Timber Canyon Dr	We do not want any more traffic lights - The hill gets icy in winter we will have nothing but accidents as the traffic flow will become a standstill with motorist trying to make it up the hill. This will be a nightmare. More lights will cause more accidents. Especially if you put any more on crowfoot valley between the existing intersection light and Saphire Point. Really hope the city will listen to the issue it will be a nightmare. More signals and lights is NOT the answer. We are good the way things are now. Please don't just change for the sake of change.
Greg	Blount	Resident		I live in Sapphire Pointe and am concerned about the merging of two lanes coming up crowfoot and how this will impact residents when the new building in complete.

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Andrew	Beiswanger	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy,Traffic Control Concept at Timber Canyon Dr,Traffic Control Concept at Knobcone Dr and/or Beechnut Pl	
Brian	Dupuis Sr.	Resident	Traffic control aspect at Sapphire Pointe Blvd	Need a stop light at sapphire pointe and diamond ridge on crowfoot. Traffic continually is over the speed limit on crowfoot, I would estimate 60-65 in a 45.
Daisy	Ermoloff	Resident	Traffic control aspect at Sapphire Pointe Blvd	As a a resident of Cutters Ridge at Sapphire Pointe, I have concerns regarding the amount of traffic on Crowfoot Valley Road with the new residents that will be moving into the area. There will be a fairly large amount of people/cars/traffic due to the new developments along Crowfoot Valley Road.
Susan	Sherwood	Resident		The two lane left turn onto Crowfoot from Founders narrowing to one lane of traffic has encouraged aggressive driving. The two lanes shouldn't narrow to one until well past the Sapphire Point entrance to discourage speeding and encourage people entering the neighborhoods on the left to enter and stay in the left lane while those heading for Parker might stay in the right lane. Additionally any measure which slows traffic racing at high speeds from Parker to the Crowfoot/Founders intersection would be extremely helpful
Peg	Ellwfson	Resident	Traffic control aspect at Sapphire Pointe Blvd	How is the City/County going to accommodate all the new homes planned for Macanta without access to Founders from Macanta. It is already difficult to get on and off Crowfoot from Sapphire Pointe. Sapphire Pointe residents only have one option to exit the neighborhood since we are not allowed to go through Happy Canyon.
William	Ketchum	Resident	Traffic control aspect at Sapphire Pointe Blvd	Do NOT put a round-a-bout at the intersection of Sapphire Pointe Blvd and Crowfoot Valley Rd.; it needs to be a stop light.
Josesph & Sharon	Friant	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy,Traffic Control Concept at Timber Canyon Dr,Traffic Control Concept at Knobcone Dr and/or Beechnut Pl	You folks are a LOT smarter than we on how the Castle Rock & Douglas County governments work and budget funding for road projects, etc. However, it is quite baffling how the Crowfoot Valley road 4 lane widening project was not planned into either or all the Town's, Macanta Developer's or County's budget. Both the town and county are so quick to approve new communities and start raking in the property/sales tax revenue. You can't get yourselves to be more proactive to avoid a second rate discontinuous roadway that we'll have to deal with for over a year plus? Again, we don't quite understand the ins and outs of government appropriations, but this seems wrong. We look forward to your reply and more importantly, ACTION!
heather	renfro	Resident	Traffic control aspect at Sapphire Pointe Blvd	I love the idea of the roundabout. It's so much safer and more efficient. Don't listen to all the old people who don't know how to use them. :) Thanks for all the hard work on this.
Keith	Decker	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy,Traffic Control Concept at Timber Canyon Dr,Traffic Control Concept at Knobcone Dr and/or Beechnut Pl	My preferences would be for a roundabout at Sapphire Pointe Blvd and acceleration lanes or roundabouts at all three other intersections. I definitely don't want any traffic lights, like are on Founders through the Terrain neighborhoods, which are a colossal pain to drive through. Even one car on the side street will trigger the lights and bring flow on Founders grinding to a halt, and is horribly inefficient. I would definitely not desire to see that on Crowfoot Valley. Roundabouts are my preference due to aesthetics and traffic speed calming.
Douglas	Taylor	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy	A builder is adding a considerable amount of houses on Crowfoot across from Sapphire and Diamond Ridge. It doesn't appear to be well thought thru for this future addition. What are the plans for turning this road into two lanes each way? If this doesn't happen it appears to be a major bottleneck for traffic. This statement goes for the road going into Parker as well. Our city has put thought into this for areas such as the meadows. Why hasn't this been thought thru for this area??

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JC	Webb	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy	In my opinion a combination of merge/exit lanes, as space allows, & WELL-PROGRAMMED lights would be ideal for Crowfoot & the increasing traffic. The lights should be sufficiently spaced, so probably not at Diamond Ridge. I also know, speaking for myself, the lights everyone has to sit at for minutes upon minutes without another soul in sight waiting for them to turn green & they don't until crossing traffic comes along to trigger those lights to turn red are ridiculous. I also think roundabouts are a horrible solution as no one in the States knows how to use them. If it were I, I would not waste resources on a half-effort solution that will need to be updated again in a few years. I would put in two full lanes each way with proper merge/exit lanes & underpasses for wildlife & traffic to get across Crowfoot efficiently. Where underpasses aren't possible, a minimal number of lights that are reliably triggered by either optics or sensors.
Jon	Caldwell	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy,Traffic Control Concept at Timber Canyon Dr,Traffic Control Concept at Knobcone Dr and/or Beechnut Pl	Traffic lights are preferred for these intersections - PROVIDED the lights are timed properly (to include both high and low traffic flow volumes) and/or they are AI camera-controlled, for this entire portion of Crowfoot Valley Rd from Founders Parkway to Sapphire Pointe Blvd. Traffic circles are the LEAST preferred option at any of these intersections.
Kathy	Hakim	Resident	Traffic control aspect at Sapphire Pointe Blvd	No traffic round about
Scott	Brody	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy,Traffic Control Concept at Timber Canyon Dr	Although traffic is flowing fairly well currently, if we don't have traffic lights placed in the near future around the aforementioned streets, it will be difficult to make a left out of the subdivisions.
Jordan	Trevino	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy,Traffic Control Concept at Timber Canyon Dr,Traffic Control Concept at Knobcone Dr and/or Beechnut Pl	The traffic control has been very haphazard. Flaggers not communicating. Signage in odd places. I am very surprised there hasn't been a car accident yet. I worked for NDDOT a few years back and had to inspect traffic control. I can say this has been disappointing. Where is the inspector to ensure public safety? Do you guys need help?
Gerhardt	Bruns	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy	Leave it as is! Widen North bound Crowfoot to accommodate uphill traffic. I don't understand Town's lack of foresight!!!!
Philip	Bonfanti	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy,Traffic Control Concept at Timber Canyon Dr,Traffic Control Concept at Knobcone Dr and/or Beechnut Pl	The main issue is the over development. Crow will need to be a four lane like Founders. I don't see how can avoid putting lights at Diamond Ridge and Sapphire point. Many people that life in Sapphire point (Puma ridge and Cliffside) use Diamond Ridge vs Sapphire.
Chris	Dodge	Resident	Traffic control aspect at Sapphire Pointe Blvd	I listened at both the Town Hall and the Sapphire Pointe presentations regarding the Traffic Circle for the intersection of Crow Foot and Sapphire Pointe Blvd. Both were well done. My concern on the Traffic Circle is the speed reduction that will be needed for two lanes. With the construction going on further out from Castle Rock, and the City wanting to get those people to come to Castle Rock for shopping and other items, rather than Parker, the traffic will not slow done around the circle. For someone coming out from S.P., they will be VERY concerned entering into the circle to go towards Parker, due to the drivers unawareness on how to drive in a Circle. The point was made that this would be a delineator from Rural into Urban, But, when all the people move into the developments, the Rural look is gone. I would prefer the four lanes and acceleration lanes in the center with a Stop sign for S.P. (as it is now)

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Joey	Medina	Resident	Traffic control aspect at Sapphire Pointe Blvd	I am happy to hear some traffic control is in the works for this intersection. It feels manageable now but not for long. Please make sure to take into consideration the traffic load coming from the east from the new Parker developments. It will decrease the ability to pull out onto Crowfoot if the acceleration lane is removed. The traffic from the west on Crowfoot merging into one lane is problematic during heavy traffic. It's the great race up the hill to merge at the last second. It's hard to believe there have not been any major accidents or road rage incidents with injuries due to this configuration. Lastly, the slope out of SP on to Crowfoot is problematic when it becomes slick. SP has a major issue with speeding cars slide right through this intersection on to Crowfoot. If this becomes a red light or round about, there may be issues with merging or stopping due to this slope or SPEEDING out of SP.
Bill	Lueschen	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy,Traffic Control Concept at Timber Canyon Dr,Other	The traffic on Crowfoot Valley Road(CVR) has increase substantially in the 16 years I have lived in Sapphire Point and it will increase astronomically in next few years as new developments along CVR increase by thousands of new home. As is always the case, the infrastructure always lags behind the developments that add new traffic, increasing concerns for safety. The recent project to improve the CVR/Founders intersection is a good example. Why did the Town and CDOT not extend the east bound second lane beyond Knobcone Dr? This has created a serious safety issues because of the addition of two east bound turn lanes at the CVR/ Founders intersection. The right lane does not extend far enough to allow a smooth merging of traffic when CVR is reduced to two lanes. Most drivers in the right lane wait until the last minute to squeeze into the single traffic lane without any signals. It is serious pinch point that should have been avoid. It is my opinion that the developers should be required to pay for and complete road modifications to facilitate traffic and safety before any house are allowed to be occupied. The intersection of SP Blvd and CVR has been an issue for a few years, especially for drivers wanting to make a left turn at this intersection. Between the volume of west bound traffic on CVR and vehicles turning into SP, it is difficult to make a safe left turn onto CVR. At peak traffic times drivers sit for several minutes before making this left turn. Another issue is that drivers making a left turn here almost always drive one or two vehicle lengths beyond the stop sign and people making a right turn onto CVR can not see on coming traffic. A round-about at this intersection would help safety at this intersection. Also speed on CVR is a serious issue because most drivers exceed posted speed by 10-15 mph and I see little to enforcement of traffic laws, including on SP streets. Without enforce drives are free to drive as they please. The Canyon South development should have been required to have an access road directly onto Founder Parkway to help alleviate some of traffic issues on CVR. As the Canyons property is developed, the only connection between this development and SP must be an emergency access only connection. Otherwise the traffic in SP will become a serious problem, especially on Kimberly Dr, Baguette Dr and Cinnabar Dr. Speed on these streets are already a serious issue.
Courtney	Curtis	Resident	Traffic control aspect at Sapphire Pointe Blvd	I think a light here would be beneficial to traffic flow.
Mandi	Ravsten	Resident	Traffic control aspect at Sapphire Pointe Blvd	Iâ€™d like there to be two lanes up from Crowfoot rather and go down to one lane and back to two lanes again past diamond ridge

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George	Tocquigny	Resident	Traffic control aspect at Sapphire Pointe Blvd,Traffic Control Concept at Diamond Ridge Pkwy,Traffic Control Concept at Timber Canyon Dr,Traffic Control Concept at Knobcone Dr and/or Beechnut Pl	ٲٲٲ
				Being located where we are in Diamond Ridge Estates, the future growth of traffic along Crowfoot Valley Road (CVR) is of utmost importance to us and our neighbors, and the importance goes far beyond just entering and exiting the community via CVR....namely traffic noise and safety.
				With that as background, allow me to voice some reactions to last nightâ€™s presentation by Town Staff: 1). If I had been an impartial observer in the Townâ€™s Jan. 26 meeting, I would have quickly concluded thatthe Townâ€™s #1 objective is to manage traffic flow as efficiently as possible along the short distance of CVR where the Town has jurisdiction. This is to say that the Town is giving little regard to the impact on the value of the significant investments its citizens have made, namely in the communities of Diamond Ridge Estates, Timber Canyon, Timber Ridge, Pinion Soleil, and Sapphire Point. In his presentation, I heard Dan Sailer systematically, one-by-one, eliminate any need for traffic control, reduced speeds, or increased enforcement at and around the 4 intersections in question, all which currently provide reasonably safe access to our communities. 2). Why is it that the Town feels such an obligation to make investments on the small section of CVR within its jurisdiction, when most of the traffic growth is coming from outside the Town limits to the north, just beyond the Sapphire Point community? Increased traffic flows on CVR are primarily coming from new residential developments in the Canyons South, The Canyons, and the several communities further up Crowfoot/Mostenbacher (totaling approximately 7000 new homes on 2500 acres) that Parker has already approved as follows: - Trails at Crowfoot: east of Crowfoot, south of Stroh Rd, 890 dwelling units. - Hess Ranch/Looking Glass: west of Crowfoot, north of Canyons, 2490 dwelling units. - Anthology North: north of Hess Ranch, 3305 dwelling units. I understand the need for inter-governmental cooperation, agreements, etc., but that knife cuts both ways....I doubt that the City of Parker sought Castle Rockâ€™s OK before approving these 7000 new residences, and now they want to lay at least some of the resulting traffic increases off on us? Really? The Town of Castle Rock should make its #1 priority the preservation of safety, quality of life, and residential value for its EXISTING residents!
David	Widhalm	Resident	Traffic control aspect at Sapphire Pointe Blvd	The thought of multiple (or any) traffic lights appearing on Crowfoot makes me sad.