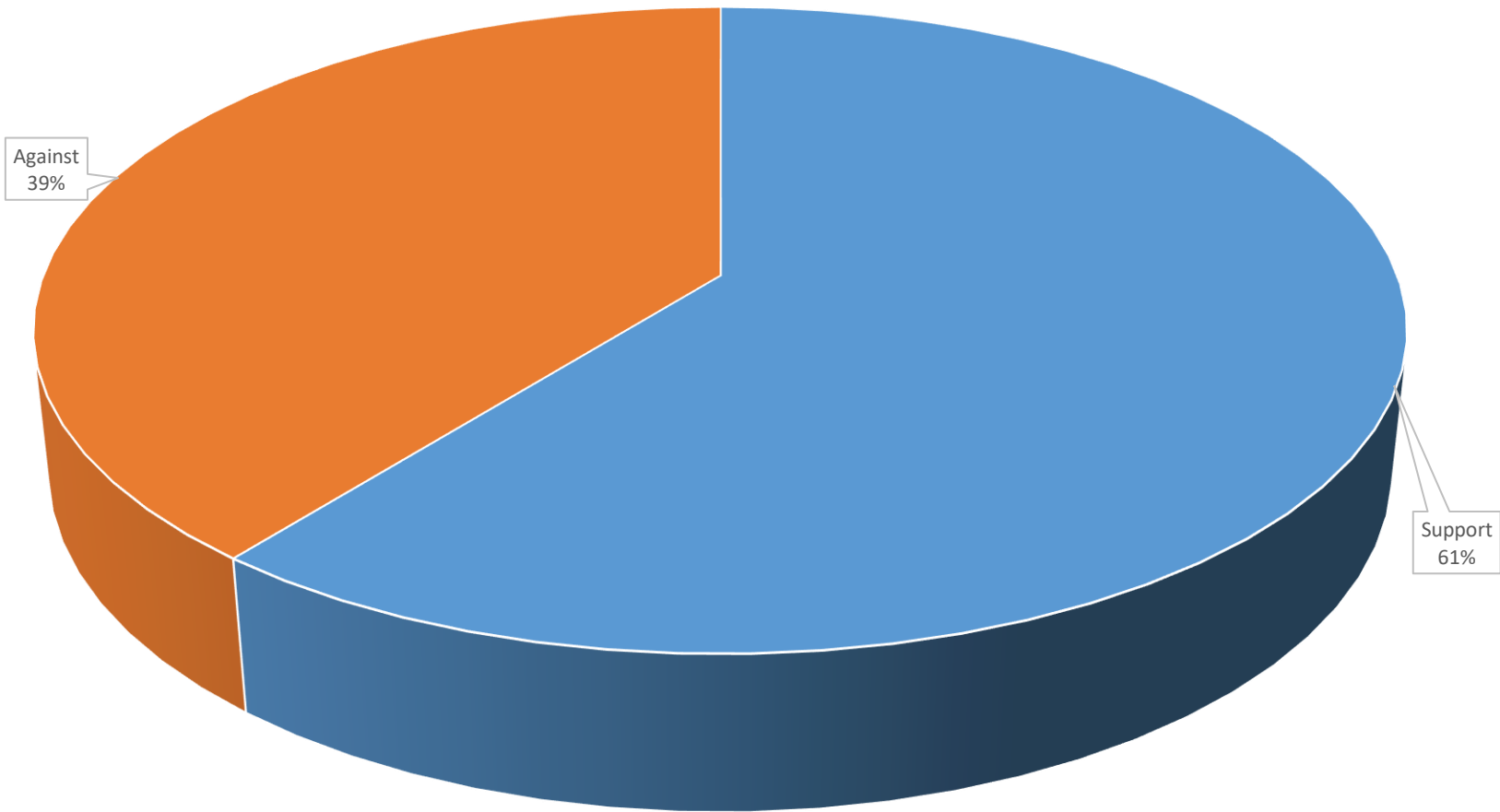
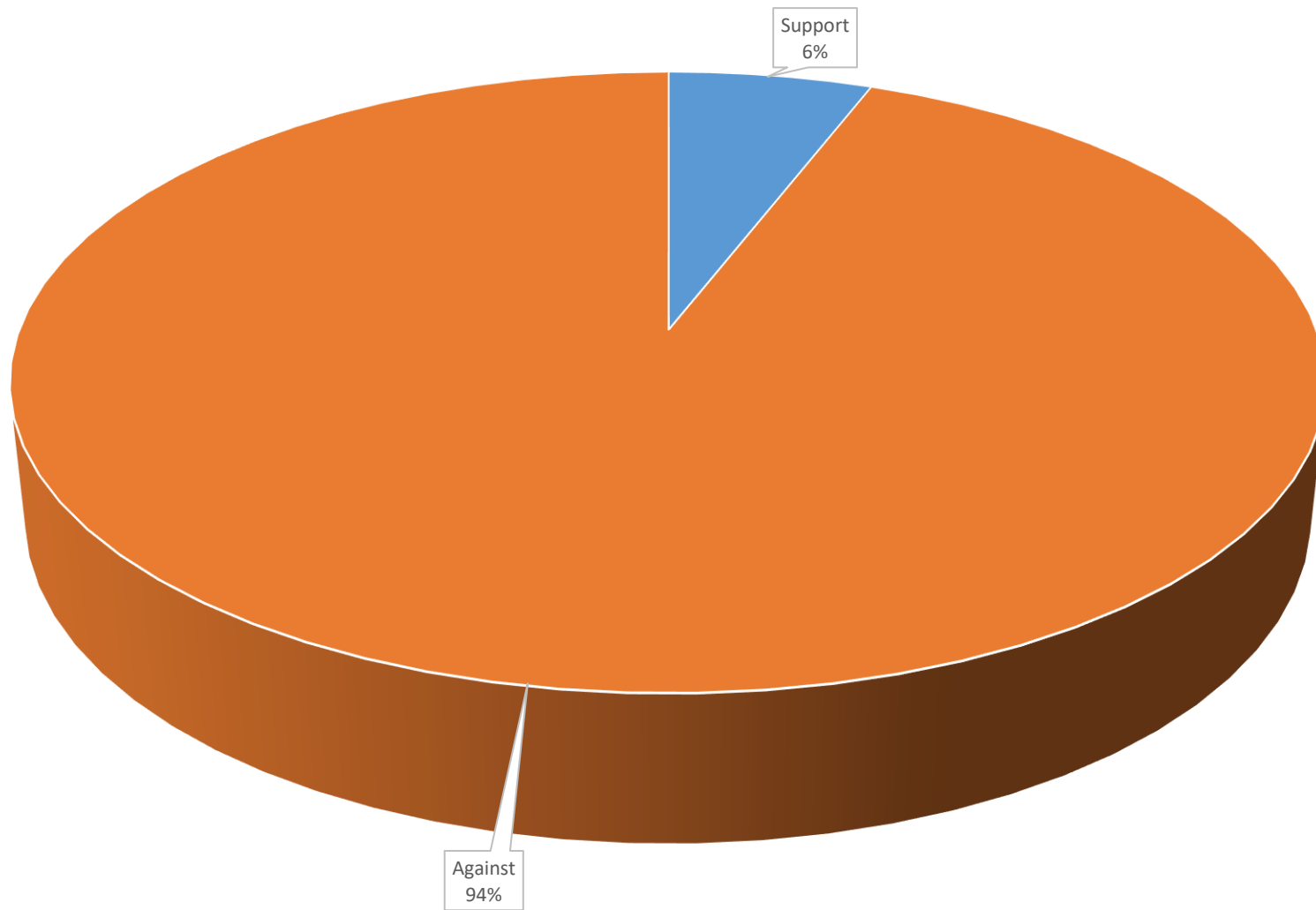


Proposed Medians (Wider and Taller)



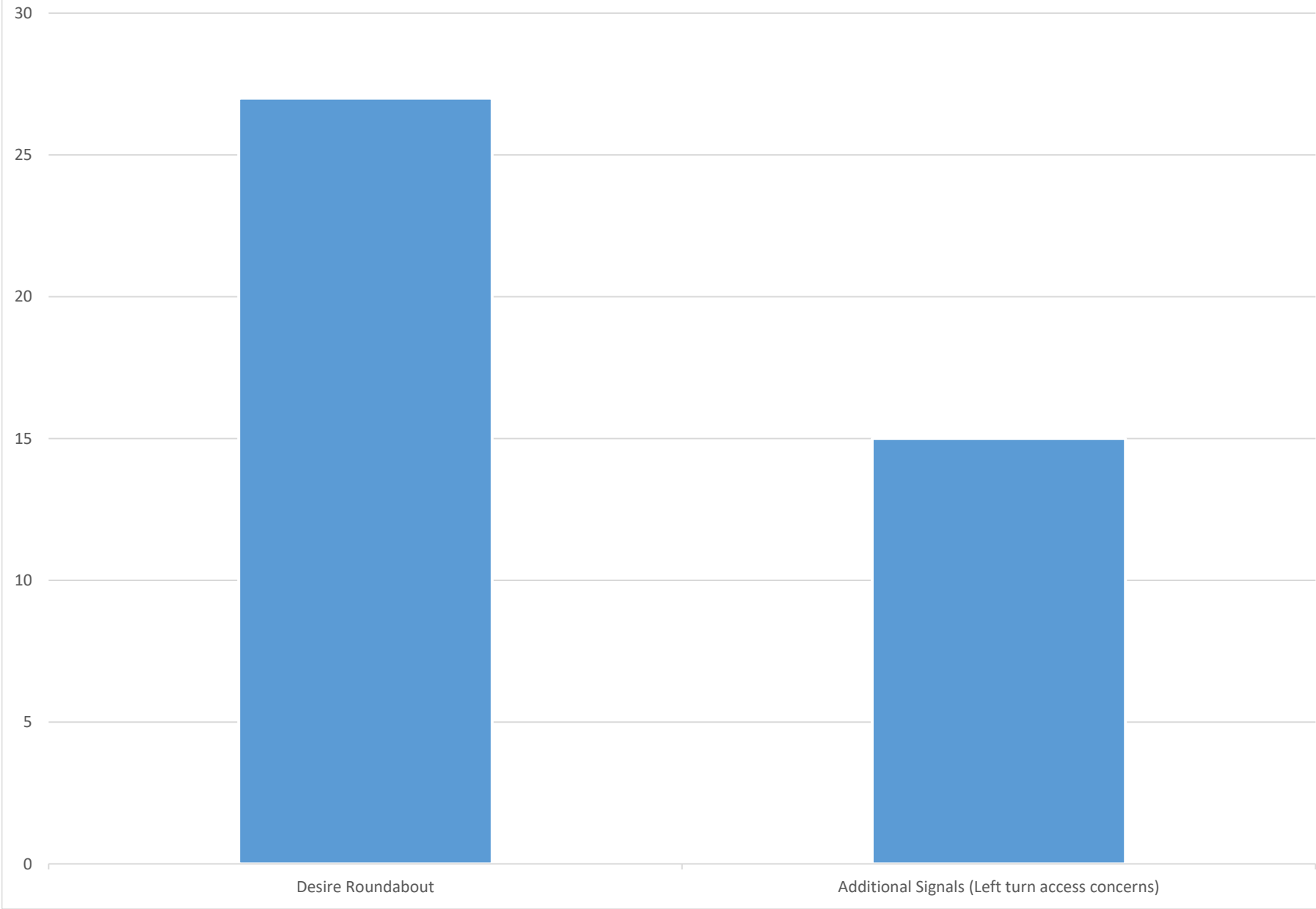
■ Support ■ Against

## Proposed Elimination of Left-out Acceleration Lanes



■ Support ■ Against

Other Themes



		Procedural determination of left-out acceleration lanes		Desire Crosswalks		Desire Roundabouts		Additional Signals (Left turn access concerns)		Stripping visibility concern	
		Support	Against	Support	Against						
SUGGESTIONS OR QUESTIONS											
Neighborhood											
Puma Ridge	Worried about pentail back up of the left turn lane into sapphire point. If it backs up to the median where does the traffic go? Turn lane to firehouse? Also will 1st turn light have arrow and then blinking yellow light/arrow? If so it will allow more cars to turn										
Macanta							1		1		1
Timber Ridge											1
Cutters Ridge							1		1		1
Cliffside							1		1		
Cutters Ridge							1	1			
Timber Canyon							1				
Diamond Ridge											
Timber Ridge								1			1
Diamond Ridge											
Timber Canyon											
Cliffside							1		1		
Sapphire Pointe								1			
Timber Ridge	Frustrated with the plans in place. It is nearly impossible to get in or out of Timber Ridge during peak traffic now. With a future increase of traffic it will get much worse. An additional route to I25 further north, other than Founders Parkway, would ease the problem and ease the volume.								1		
Timber Canyon	I very much appreciate the Town's focus on features to encourage slower driving speeds. Consider establishing a "slowdown traffic zone" along Crowfoot Valley Road from the Founders Parkway intersection to the Macanta Boulevard intersection by reducing the speed limit to 35 mph in both directions along this short 0.9 mile corridor. Add speed feedback signs. Add trees to proposed medians. Yes, that adds watering requirements, but modern drip feed systems minimize water demands. The tree height will arguably encourage even slower speeds and significantly beautify this stretch of road, which is the "backdoor" to the Town of Castle Rock community. On behalf of the Timber Canyon HOA Board, we are encouraged by the Town's proactive solicitation and active use of community feedback. Thank you!			1							
Timber Ridge	Need additional traffic control light at Timber Ridge entrance I'm not in favor of widening Crowfoot Valley Rd. Please don't widen it to 4 lanes. After hearing about the plan not to have a traffic light on Crowfoot Valley Road or a left hand turning lane to pull out onto at the entrance of Timber Ridge, this would be a safety concern. By putting in an island as the city is suggesting, to squeeze traffic 5-6 miles an hour less is a problem. It's down hill to our entrance with cars going well above 40. It's also a blind spot area with the hill being so steep it's difficult to predict the traffic coming over the top. It will not be possible to make a left turn out of our subdivision unless there's a better plan. A traffic light would be best and could be used during high traffic times. speed cameras on Crowfoot Valley Rd. and Founders would help safety and noise issues and give more revenue and funding for police and fire departments. Also police presence would not be needed to watch for speeders then police could be available for other safety needs. Don't agree that bicycles should be on the same pavement as vehicles. Very unsafe. Bicycles end up riding in car lanes. With all the residential neighborhoods on Crowfoot let's keep Crowfoot residential an not like Founders. We have a lot of wild life and it would keep then safer and the residents also. Thank you					1					
Sapphire Pointe	I would almost prefer a round about to a light at Sapphire Pointe but would take either at this point needs to happen sooner than later									1	1
Timber Ridge	There has to be a break in traffic in order for us to get in and out of Timber Ridge. That traffic break each day becomes shorter and I envision it will only get worse with the projected number of cars and 4 lanes of traffic. I would like to know if public works design guidance can tell us how many accidents will happen at Timber Ridge and Crowfoot under the new design. I understand the road needs improvement and traffic will increase but the town has a choice, make it safe or less safe. If less safe is chosen, then the number of accidents will tip the road guidance and recommend to install a break in traffic. Do it now, it will be cheaper in dollars and less accidents										
Timber Ridge	My suggestion is to use a portion of the 16' wide center island to provide a merge lane for left-turners from Diamond Ridge Pkwy. And if the 40mph speed at that point causes inadequate merge length, then lower the speed limit!									1	
Timber Ridge	I hate roundabouts, but they would give us a fighting chance to go left out of Timber Ridge. The only other way will be to turn left, get over a lane and chance a Uturn by Timber Canyon subdivision or at the light. The 16 ft median seems a huge waste of usable space. We need an acceleration lane when turning left out of Timber Ridge. It's extremely dangerous now and getting worse daily									1	
Timber Ridge	Safety requires a left turn acceleration lane. Otherwise with an increased traffic projected to be 37,000 vehicles up from 14,000 daily it will become nearly impossible to safely turn left.									1	
Timber Ridge	Suggested roundabout at Diamond and Timber Ridge would be best. We are very concerned that the current plan will not allow us to enter and leave our developments safely										1
	I attended the 10/27/2022 presentation of the Crowfoot widening. Your presentation and representation was excellent. However I want to clarify my concern for the Diamond Ridge Parkway(DRP) intersection with Crowfoot(CF). A CF traffic is already very high and getting worse daily. Pulling out from the DRP stop sign for right hand turns remains difficult without the (planned future acceleration lane) in place. B. however your future plan does not include an acceleration lane when making a left hand turn? This is absolutely needed to be added to our plan for construction...light with the CF roundabout does not solve the added traffic heading north on CF from the two south of DRP subdivisions, and the west bound traffic on Founders making right hand turns onto CF. I would be happy to discuss this in more details if desired.										
Diamond Ridge	The Sooner the better, signal preferred but ok with roundabout.									1	
Cutters Ridge	Concern drivers will speed up after leaving signal. Not able to cross if additional lanes are added to enter or exit neighborhood.										
Timber Ridge	Looking forward to its completion!									1	
Sapphire Pointe	Is Crowfoot/Knobcone an "intersection" that will have a dedicated turn lane? It really needs to be. Recommending a roundabout at Diamond Ridge. Replace trees lost due to retention pond work. This is a cut and paste from HOA Facebook page:  1. our "escape hatch" to turn left onto Crowfoot from Knobcone is at risk ("To improve safety [?], the project team recommends removing the initially proposed acceleration lanes for left turning traffic from residential side streets onto Crowfoot Valley Road." ) The current acceleration lane out of Knobcone was the result of years of lobbying by our HOA Board! Several members of our current board were instrumental in this effort...no board I sat on ever did more than whine. We got nowhere. Our board's progress here was a huge win for all of us, especially any young family heading towards Sage Canyon Elementary or beyond).  Anyone who needs to head towards Frankston on Crowfoot will remember playing chicken to get through Crowfoot traffic out of knobcone, before we got our turn lane. Now there's more of traffic, coming from both directions, and our access to Crowfoot is at risk.  2. in order to accommodate the widening, the Town will dig deeper into its easement against the Crowfoot border of our neighborhood. This is about the 5th time in the 15 years we've been here the Town has crept even closer to our neighbors' back yards, notwithstanding the existence of undeveloped open space across the street.  Over the years, various options and mitigants have been discussed, such as a sound barrier (read: wall or berm) along Crowfoot (and Founders), and/or a traffic circle at the Diamond Ridge intersection (which would allow folks in our neighborhood to simply turn around v. risk darting across and into traffic). Folks may also recall the work recently done on the retention pond, and the removal of 15+ mature pines on HOA property, and our expectation that the Town would replace the trees it eliminated. Landscaping and trees can help mitigate some of the privacy and noise effects of the project. These are concepts that do not seem to have made it off the drafting board.  #  We've (Timber Canyon) been a good partner to the Town over the years. We've relinquished property to you at least twice to accommodate Founders/Crowfoot intersection work - got nothing in return. You cut down mature trees around the retention pond and never re-planted. It took years to get us a modest accommodation out of the neighborhood via Knobcone, and now that's gone. Moreover, in the 13 years we've been here, this is about the 9th multi-million dollar project addressing the same 5-600 yards of road.  Just be thoughtful about this and do it right. The most complete solution here is a traffic circle at Diamond Ridge. Obviously, folks trying to turn into that community will be taking their lives into their hands cutting across an expressway. A traffic circle slows everyone down, gives those folks a safe way to get on and off Crowfoot, and our neighborhood a relatively simple way to get out of our neighborhood and back to the Founders/Crowfoot intersection. The time to do it is now, when you have the space south of Crowfoot, and you're ripping everything up (again) anyway.  We (Timber Canyon) also need something. We were an affluent pocket of homes on a sleepy corner of Crowfoot and Founders that has paid our fair share for years. We deserve consideration. Thanks								1		
	Get a traffic stop at Macanta. Create speed traps. Separate the bike lanes. Protect your people from the crazy ones.  Taller roadway medians would be great. It's hard to enter Crowfoot from a cross street (Macanta Blvd) and seeing the lanes- especially when raining. Would also recommend a traffic light at the Macanta intersection. If increasing traffic on crowfoot and adding houses and potentially a school to our neighborhood, it'd be more helpful/safer to add a light at our intersection (rather than sapphire point).  I use these lanes to enter crowfoot, especially when traffic is heavy. I would imagine there would be more serious accidents at the sapphire point and Macanta intersections if the acceleration lanes are removed.  All are okay with the exception of the location of the traffic light. It should be at Macanta Blvd. This would also help slow traffic down to the 40mph limit sooner.  Please put a traffic light at Macanta Blvd. With the number of houses being put in with the Macanta development we will most certainly need a traffic light at Crowfoot and Macanta Blvd. It is already scary turning left out of macanta Blvd WITH the acceleration lane. Without it will be worse and can lead to more accidents especially when a bike lane is added.  I am very encouraged by this aspect of the project. I am curious if there is a long term plan to provide another way to connect to I-25 from this area, perhaps via the Happy Canyon interchange. This might provide some relief to the intersection at Founders & Crowfoot if drivers had another route.  On-street bike lanes need some type of protection from traffic, like a concrete curb that prevents trucks from coming into the bike lanes. Without this protection, the bike lanes are a waste and the sidewalks will be used. Crosswalks that exist without traffic signals need flashing lights at a minimum. Thank you.  Definitely will appreciate the dual lanes each direction, and dedicated right turn acceleration lane out of Diamond Ridge. Traffic signal at Sapphire Point seems essential to create traffic breaks at peak times for left turns out of Diamond Ridge. Concur with bike lane additions if Diamond Ridge traffic warrants a traffic light eventually, would like crosswalk to eastbound bike sidewalk. Also, would like to know what to expect road access to be like (number of lanes available, full road closures at various times, etc.) during the construction phase in 2023-2024.  The CVR town staff is always so nice. Thanks. Just on PVI, you are saying a 16' median, which is confusing. do you mean 16' NCHRP "median" I have concerns with the narrow lanes and all the increased truck traffic. I know everything is expensive but if you live in this area and have to drive CROWFOOT you know how the truck traffic has increased and they take more width than cars. There is very little pedestrian traffic and you are putting much effort into a wide sidewalk which is costly. Your presentation boards are just that, presentation, but reality may be a bit different. My opinion is that the overall design is fine, the engineers have done their job, but the narrowing west side down traffic to more than a few dimes, then it just becomes dangerous. Removing the left turn lane, really? Just to save a bit of money. We hear the cars racing on Crowfoot. How does a turning driver judge the oncoming racer? Thank-you for asking for our thoughts... I realize the Colorado State DOT is providing their input. Has anyone done a count on the number of large trucks, 4 x 4s SUV's in Castle Rock and Douglas County? This would be a guide to narrowing the road.  We are in Timber Ridge (timber canyon road ) realize there are no great traffic solutions with the amount building being allowed. The 16' island seems to be a loss of some usable space. The response we kept getting is "the engineer said" Is there any thought to getting another engineer, that may have some out-of-the-box ideas. I'm not sure that level of engineer exists(?).  One of the big problems is the outside turn lane from Founders onto Crowfoot. It is a race to get up the hill and people don't merge well. The biggest need is a traffic light. Some want a round about but with the constant stream of traffic that comes, it will be even harder to get into a roundabout. A traffic light is the best resolution.										
N/A							1				
Diamond Ridge											
Timber Ridge											
Timber Ridge											
Timber Ridge											
Sapphire Pointe	Why not install a roundabout at the Sapphire Pointe Blvd. intersection with Crowfoot Valley Rd. as opposed to the proposed traffic light? I would keep traffic moving at all times. If a traffic light is ultimately installed, please make it as intelligent as possible. No having it change for no reason at any time. That is exceedingly frustrating. Regarding the proposed plan of no traffic control (other than a stop sign) on Diamond Ridge Parkway at Crowfoot Valley Road: This is very short sighted and accidents will happen.  Left turns from DRP and Sapphire Pointe Boulevard need something to give them time to get out there onto northbound CVR.  Suggestion: See intersection of US 24 at US 285 in Johnson Corners, CO at https://www.google.com/maps/@38.8100854,-106.1128884,1200m/data=!3m1!1e3.  This T-intersection has southbound US 285 with a through lane while westbound US 24 has signalized access to southbound US 285 with an island separating the through traffic from the accelerating traffic. Meter the traffic light to be on-demand only for the DRP eastbound to CVR northbound traffic.  The dedicated right turn lanes in Johnson Village are not appropriate to this situation in Castle Rock.  In fact, for the relatively small amounts of traffic from Diamond Ridge Estates and Sapphire Pointe that turn north, this solution would probably provide better traffic flow for southbound CVR at all times over a traditional signalized intersection at both locations.  I don't believe I've seen this type of intersection anywhere around here. I hope this expands your traffic engineering possibilities.										
Diamond Ridge											1
Sapphire Pointe	I like the idea of the medians, I would just like to see trees and some lighting. Install the light at Sapphire Pointe ASAP! It is still too late to install a roundabout at SP?									1	
Sapphire Pointe	I agree to removing left turn acceleration lane, but it takes forever to be able to turn left! I would prefer bike lanes to be off street and go all the way to Strub Ranch.	1									
Sapphire Pointe	I wish it was a roundabout instead of a light at SPB and crowfoot. Seems like it would be safer and more efficient										1

	<p>We've noticed an increase of accidents at the intersection of Sapphire Point Blvd and Crowfoot. A light on roundabout at this intersection I feel would really help with the speeding. Additionally, the timer for the light at Crowfoot and Founders needs to be revisited to handle all this traffic. Currently if you're traveling Southbound on Crowfoot to make a left at the light on Founders, it only lets four cars per lane go through before immediately switching to red. This is NOT a substitution either way, as the light can be backed up to 20 cars. The light doesn't change again for another 20 minutes. Traffic is going to back up severely with all this growth if the light timer isn't changed to allow more cars to turn left from Crowfoot to Founders at a time. Thank you.</p> <p>We definitely need a traffic signal at Sapphire Point Blvd. We have had numerous crashes, including at least 2 fatal in the last few years and with the new developments and the road widening it's just getting worse.</p> <p>Greater safety is needed on Crowfoot Valley Road so I am glad that additional improvements are on the horizon. However, with a large neighborhood being built, it is intended to eventually have a traffic signal. School starts and work begins for a large amount of the population at the same time. However schools let out before the evening rush hour. So, I believe crossing Crowfoot from the Macanta neighborhood to head into CR in the morning has a greater danger potential than the Sapphire Pointe group would face crossing Crowfoot onto Sapphire Point Blvd in the evenings. Children are the most important passengers and must be best safe.</p>		
	<p>I think putting in a signal light at the Crowfoot / Sapphire Pointe intersection is not in keeping with the town's or state's values of climate interest or efficiency. A round about is more effective. It is faster in commuting time, helps slow down speeders, and reduces pollutants.</p>		1
	<p>Please install a light at Sapphire Pointe Blvd and Crowfoot. There is too much traffic for a roundabout.</p> <p>I recommend and support approval of the original 4 lane median with deced and accel lanes coming out of the major neighborhood entrances. Keep the traffic speed up on this major thoroughfare. I object to the alternative of a roundabout and slowing the speed limit, and most of the other suggestions I heard brought up. The four lane roundabout design is a very poor design for a major arterial road with four lanes in each direction. This is a major thoroughfare from Castle Rock to Parker. Other similar roads in the area the Founders parking lot with four lanes can safely carry vehicles at normal speeds. Speed reduction here is not necessary.</p> <p>I live in Sapphire Pointe. I see lots of speeding traffic on Crowfoot Valley. I'm ok with the widening project except for one thing. I really believe the planned Traffic Signal at Sapphire Pointe Blvd will do nothing to make the road safer. Please reconsider the Roundabout option at Sapphire Pointe Blvd - roundabouts are efficient, effective and will improve the safety of Crowfoot Valley Road.</p> <p>I would like traffic circles and lights. Too many people drive too fast on these streets. There is no need to widen crowfoot just limit the amount of housing developments. We need to add more schools and resources to support the growth not just raised medians.</p> <p>We have lived in CR for 23 years. As an ex and cyclist, I often ride north on Crowfoot. In addition, we often turn left when going to Parker Road. My absolute concern and fear, is trying to go left turn four lanes of speeding traffic on my bike which will be treacherous given the speed mentality of drivers. And, trying to make a left in a car, it is tough as it is. Put a light in, we all know with the rampant growth, that traffic estimates are just flat, estimates which are most likely are educated guesses at best.</p> <p>Speed limit from Founders to the north end of the new expansion needs to be in the 30-35 mph range, now that there is not an acceleration lane from Knobcove turning left onto Crowfoot. Bike lanes are the last thing the taxpayer should worry about. Also, begin the construction of a road from Crowfoot to Happy Canyon, so as to join 126. This will lessen the pressure on the Crowfoot widening project and Founders. Reduce the speed limit of Crowfoot during this widening project.</p> <p>This is yet another example of how the Town continues to make sacrifices at the altar of our car culture. Whether it be Plum Creek, Founders, 126, or any street in downtown, Castle Rock is surrounded, bisected, and flanked with busy roads. Our walking paths and open spaces are polluted with noise, the proposed sidewalk for this expansion will be degraded by its proximity to a busy road with fast traffic (see how people do not obey speed limits), and the Town continues to miss opportunities to preserve what drew so many people here. My family and I are planning to leave Castle Rock because incessant traffic, fast speeds, and wide roads have detracted from whatever else the area has to offer. This road expansion will mean Crowfoot is more free from residential back yards. It will create an unpleasant experience for pedestrians and bikers. I will make every cent communities difficult and it will pass without concern. It's sad but to be expected instead of water medians, why not build wider sidewalks and buffers between the sidewalks and road? This won't happen because it does not serve the interest of cars.</p> <p>This reduces safety for residents who will now have to dodge traffic to exit their communities. What about us? Should we be asked to give the risk of excessively fast, distracted drivers simply to try and leave our neighborhoods? If safety matters put a stop light at Knobcove. But, like buffers between the road and sidewalks, this won't happen.</p>	1	1
Timber Canyon	<p>Overall the total roadway needs to be wider. I support roundabouts to slow all traffic. As a cyclist on road bike lanes can be perious to use more off the road for cars and building dedicated bike/multi use paths down the entire road would help. Overall the total roadway needs to be wider. I support roundabouts to slow all traffic. As a cyclist on road bike lanes can be perious to use more off the road for cars and building dedicated bike/multi use paths down the entire road would help. What is really needed are additional routes to get easily and quickly to 126. A big part of the problem is that we have so much more traffic and it is flammed back to founders. I think Happy Canyon should be opened from diamond ridge to 125 and another route to Castle Peak Parkway.</p>	1	1
Diamond Ridge	<p>Wider and taller medians make sense. I would be in favor of lower 10-15 mph speed limits as well. If the left turn acceleration lane from Knobcove Drive onto Crowfoot Valley is removed then it will make it nearly impossible to make that left turn during rush hours. This severely negatively impacts my entire community. From the design details that were provided during the town hall, it seems clear that these updates are being made for the benefit of Sapphire Pointe and Macanta communities at the detriment of the communities closer to Founders Parkway. On street bike lanes seems to be of limited benefit because the lack of bikers currently encountered on Crowfoot Valley Rd. What is being done to address this? The increasing amount of traffic on Crowfoot Valley Rd has been causing a nuisance to nearby communities. Changing road rules to accommodate increasing traffic without seeming associated noise or lowering speed limits does not seem prudent or in the best interest of residents in affected communities.</p>	1	1
Timber Canyon	<p>I am one of the oldest homes backing up to Crowfoot and I'll be honest, the growth has increased road noise significantly over the years. I would, of course, love to see some kind of a retaining hill or wall, but also appreciate that the town is doing what they can to mitigate the speed (which helps with noise). I am concerned that if the street is widened at Knobcove, these turning from Founders to Crowfoot will accelerate significantly after the turn. Speeds in our back yards are obviously concerning to the residents of Timber Canyon. Right now the merging of the two lanes to one is a natural speed deterrent and has worked REALLY well. Also, the left protected turn lane at our neighborhood provides with a safe way to exit and merge into Crowfoot traffic headed to Founders.</p>	1	1
Diamond Ridge	<p>Passive traffic control such as medians will likely have negative impacts on local traffic. Please provide traffic control at each intersection where neighborhood noise or exit crowfoot valley road including Diamond Ridge. Turn lanes and bike lanes will be great.</p>	1	1
Sapphire Pointe	<p>yes, to median improvements and no to a roundabout. If traffic signal is installed there is no need for the left turn acceleration lane, but consider adding one at Diamond Ridge. Coordination of lights from founders/crowfoot and Sapphire/crowfoot would enable the diamond ridge and timber ridge people turning left to have a break. DO NOT put light at Diamond Ridge, winter conditions on the hill will be bad.</p>	1	1
Caters Ridge	<p>Sidewalks and bike lanes wanted, happy with suggested plans to slow down traffic.</p>	1	
Diamond Ridge	<p>Sidewalk is a huge plus! I am shocked at the lack of consideration for the local neighborhoods. I cannot make a left turn from Diamond Ridge. Play as it is. How the heck am I supposed to cross 4 lanes of traffic? Is it possible to put a roundabout? Which would slow traffic and allow us to safely leave my neighborhood?</p>	1	
	<p>For the most part, the Crowfoot project is probably as good as we can expect. The one thing that I absolutely disagree with is narrowing traffic lanes to accommodate the massive raised medians - medians of that type are wholly unnecessary, and I believe will contribute to greatly increased problems during the winter months. Snow plowing has always been problematic - target for cars on slick roads and wind-driven road anomalies - narrow lanes just make it worse. I am not convinced that traffic volume warrants a signal at Sapphire Pointe, but I suppose it is inevitable despite the really low volume of delays and accidents there.</p>	1	
Timber Canyon	<p>You are seriously depriving the ability to exit onto Crowfoot from Knobcove. The existing lanes provide a safe way to turn left from Knobcove. With increased traffic and no acceleration lane, this will be quite dangerous. What happened to the traffic circle at Diamond Ridge or Timber Ridge?</p>	1	1
Timber Canyon	<p>SUPERT - Right &amp; Left turn lanes are essential. Adding a traffic light at Sapphire Pointe is a good idea. I don't think a light already at the Founders Parkway (125) is similar to a Race Track. Once I turn green let's see who goes to Founders Parkway first? And if I get worse once the roundabout pass Diamond Ridge on these southbound downgrades of Crowfoot Valley. Connecting Founders to 125 mitigate traffic congestion! Will the existing traffic conditions continue for all residents (existing and new) along Crowfoot Valley? Should the Town look outside the Box to see if there is another route connecting to 125?</p>	1	
	<p>I HATE! I don't think the suggested median is going to reduce speeds enough to create a safe driving environment. Castle Rock, you can do better than this current proposal. PLEASE RECONSIDER how you are going to slow down traffic on Crowfoot Valley. It should start with a change in the speed limit. A roundabout would also help. Speed bumps would be the best option to reduce speed but probably not that practical on a road that is handling that much traffic! My big concerns are ability to access Crowfoot Valley in either direction from ALL neighborhoods and reducing speeds in the area. Not convinced either are addressed in the current plan. The neighborhoods need to have SAFE access to Crowfoot Valley Parkway. Please note that the changes made to Founders/Crowfoot access were a disaster. Making two turn lanes onto Crowfoot and then immediately merging in to one lane is NOT working. Two through lanes is a great idea but you have to allow for</p>	1	1
Timber Ridge	<p>Left turn lanes are essential. Adding a traffic light at Sapphire Pointe is a good idea. I don't think a light already at the Founders Parkway (125) is similar to a Race Track. Once I turn green let's see who goes to Founders Parkway first? And if I get worse once the roundabout pass Diamond Ridge on these southbound downgrades of Crowfoot Valley. Connecting Founders to 125 mitigate traffic congestion! Will the existing traffic conditions continue for all residents (existing and new) along Crowfoot Valley? Should the Town look outside the Box to see if there is another route connecting to 125?</p>	1	
Sapphire Pointe	<p>Bike lanes are excellent. A lot of bikers out there. Mesa connects to the end of sapphire point Blvd, why is it closed? The access to happy canyon would greatly decrease traffic at the crowfoot entrance. Open to any safety improvements</p>	1	
Sapphire Pointe	<p>I generally feel the issues are due to impatience. I like the accel lanes.</p>	1	
	<p>Remove accel lanes only if you put a signal at SP. Traffic Signal is needed at SP</p>	1	
	<p>I don't believe a wider taller roadway would slow down driving speeds. However, a median would hopefully prevent people from passing in "No Passing" Zones. Widening the roadway would just encourage the people to drive faster than the already do, especially the racing that goes on during the early morning hours. I am in favor of the sidewalks, and bike lanes. I strongly disagree of a Traffic Signal at the intersection of Crowfoot Valley Rd and Sapphire Pointe. A roundabout would be much more alternative to a Traffic Signal. It would slow traffic and prevent people running red lights as they currently do at Crowfoot and Founders (not to mention throughout the town).</p>	1	1
Sapphire Pointe	<p>Without the acceleration lanes the best way to improve safety is to reduce the speed on Crowfoot. Again, imposing a 35 mph limit that is occasionally enforced by police is the best way to improve safety.</p>	1	1
Sapphire Pointe	<p>I'm in support of the plan for changing lanes. Remove the plan for a signal at Sapphire Pointe Blvd and replace with a traffic circle. This was the original plan and is better for traffic flow and has a calming effect.</p>	1	1
Timber Canyon	<p>I do not think wider and taller medians are a good idea and will not result in slower driving speeds. Wider medians will do nothing except take up precious space and make driving lanes narrower or fewer driving lanes. This will not improve safety. Consider keeping the bike lane out of the street and have them on a sidewalk.</p>	1	1
	<p>Keep the acceleration lanes for all cross streets where driver must wait for a convenient break in oncoming traffic from both directions. Use as much of the right of way as necessary to make this intersection work with the time and avoid redlining it again in two years.</p>		
	<p>I am concerned about being able to get into and out of Timber Ridge. Currently, even to join Crowfoot traffic in the morning headed towards Founders Rd, this is a right hand turn from the neighborhood is often challenging just because of volume of traffic headed towards Founders in the morning. The complicating factor here that looking left or north on Crowfoot Valley Road is short as a result of looking up the hill to the east. This, you don't know if another car will come over the hill just as you think you are ready to join the traffic. Turning left out to the neighborhood is always a challenge because of the limited sight line up the hill when viewing the traffic line that must be crossed and then trying to join the volume of traffic headed up the hill from Founders. With the expected increase in traffic it will become almost impossible to join the flow of traffic out of the neighborhood onto Crowfoot in either direction. Previously, there was to be a traffic circle installed at the entrance of Timber Ridge to slow the traffic and manage the flow much easier. I hope this will be reconsidered.</p>		1
Timber Ridge	<p>The wider and taller roadway medians may help serve to encourage slower driving speeds, however, they will not improve the aesthetics of the area. In an effort to further reduce driving speeds and harmonize with the surrounding area, landscaping the medians with trees rather than unsightly rocks (which will likely foster weeds as well) is recommended. The spaces dedicated for acceleration and deceleration will only work if the through traffic is slowed to allow safe merging. The speed limit in the area should be reduced to accommodate the conditions such as limited sight lines and road slope, which cannot be remedied. Any design for this area that fails to actively slow vehicle speeds will result in dangerous conditions and a decline to the overall beauty of the area. Speeds on Crowfoot, to the southbound of Timber Canyon Drive, were recently reduced near the intersection at Timber Canyon Drive. However, enforcement of the 35 MPH speed limit does not appear to have been actively continued to address the safety concern in this area. What are the Town's long-term plans to support that infrastructure changes with active enforcement of this safety zone that Mayor Gray and Town Council members support? Have permanent or temporary photo radar sensors been evaluated to incentivize drivers to observe the stated limits in this highly congested area?</p>		
	<p>Previous iterations of the CVR Widening Project concepts indicated a design objective to provide protective measures for pedestrian crossing CVR, however, current plans appear to have removed any type of crossing or other features for pedestrian crossings. In fact, the raised medians further restrict the potential crossing locations along the route. Considering the new trailhead feature across from Knobcove Drive will require crossing five lanes and expanded medians to get from the east side to the west, dedicated pedestrian crossing areas with appropriate signage and flashing lights should be restored to the design. High visibility and active signage will help in numerous ways to keep pedestrians and motorists safe.</p>		
	<p>FAQs on the Town's website appear to be contradictory regarding funding. Updates made on October 27, 2022, FAQ item 7 indicates "there are currently more project needs identified than there are projected funds to implement them", but item 12 states "The current funding available for the project is about \$4.2 million. These funds are expected to be sufficient to complete the median improvements for the corridor." Residents in the area of this project have been active and vocal about the desire for sound mitigation measures to be considered a need because of the impact to the quality of life resulting from the current and projected traffic levels along this route. It is recommended that the Town reconcile and clearly state the "needs" along with the associated funding capabilities to address those needs, and strongly urge to include noise mitigation measures along Crowfoot among them.</p>		
	<p>Construction hours for the approved project must be respectful of the homes with close proximity of the work being performed. No night work should be allowed in this residential area.</p>	1	
Timber Canyon	<p>I'm ok with the traffic signal at Sapphire Pointe Boulevard, but I wish ALL of these intersections were roundabouts. I appreciate the two through lanes in both directions of Crowfoot. I appreciate the dedicated left- and right-turn lanes at intersections. I appreciate the on-street bike lanes. However, I would like to paint them green like the City of Boulder does. My wish would be to have Crowfoot Valley Rd would remain the incredibly well done Promenade Parkway by the Outlets. Southbound Parkway can be extremely useful in the winter months. I strongly feel that reducing the speed will runn abouts at Timber Canyon Dr and Knobcove Dr will greatly help with this safety issue. Pedestrians walking on the only sidewalk available at that intersection is very concerning.</p>	1	1
Timber Ridge	<p>At least 1 additional traffic signal and a left turn merge lane is needed immediately at Diamond Ridge Pkwy. Also, if there is limited space that eliminates acceleration lanes, then eliminating or moving the bike lane and sidewalk from the northbound side of the roadway is preferable. A roundabout is preferable to a traffic signal at Sapphire Pointe Blvd. A traffic signal slowsdowns traffic only when yellow or red. In contrast, a roundabout ALWAYS slows traffic without impeding its flow in or out of the roundabout. This option was also first suggested by the 4-community (Sapphire Pointe, Diamond Ridge, Timber Ridge, Timber Canyon) "working group" that responded to the Town's request for input/feedback on Crowfoot for input/feedback in Jan 2021.</p>	1	1
Diamond Ridge	<p>It is already very difficult to turn left onto Crowfoot Valley from Diamond Ridge. This is going to be terrible for us.</p>	1	
Sapphire Pointe	<p>Keep accel lanes, no median improvements. Keep flow, don't add more traffic lights, get rid of bike lanes. And create a safe bike/pedestrian path.</p>	1	
Cliffside	<p>From Macanta to Founders can't be more than a mile and a half - to be safe a 35 mph would cause more than an extra minute or two to a driver.</p>	1	
Diamond Ridge	<p>The new proposed right turn (southbound) acceleration lanes at Diamond Ridge and Timber Ridge are a step in the right direction. However, to provide the same level of safety TURNING LEFT (northbound) between these 2 intersections, we need left turn accommodation lanes as well. Without these and/or more intersection controls, motorists will experience significant delays when attempting to make left turns (northbound) from Diamond Ridge Estates and Timber Ridge. With double the number of lanes on Crowfoot, left turners will now have to wait and negotiate crossing 2 lanes of southbound traffic instead of the current 1 lane. The Town's assertion that there is "adequate merge length" to accomplish this is tied directly to your unwillingness to lower speed limits, as first recommended in April 2021 by a "working group" representing almost 1200 homeowners. These 4 neighborhoods recommended that the Town establish a "SLOWDOWN ZONE" with reduced speed limits of 30-35mph. As speeds are reduced, shorter acceleration lanes become safer. So please lower the speed, and take the space out of the 16 foot wide median to accommodate accommodation lanes at these two intersections.</p>		
Diamond Ridge	<p>I think the taller medians are necessary wider at the expense of straighter roads in this area would negate the road being wider. BIG mistake remove the proposed acceleration lanes for left turning traffic from residential side streets onto Crowfoot Valley Road. It is almost impossible to turn left from Diamond Ridge Parkway at rush hour both in the morning and afternoon currently so I was optimistic when the left turn acceleration lanes were proposed. I think the bike lanes are a big mistake. Cars generally feel that these lanes are open to them so anyone who travels on Crowfoot on a bike is nothing short of putting their lives at risk. The two lanes each direction is a good idea if these lanes have a median even if it is only 2 feet wide to keep someone from passing in the other direction's lane. Traffic signal at Sapphire is a good debated would be helpful for folks on Diamond Ridge Pkwy to make that left turn even though most cars leaving Sapphire will be able to turn right on a red the left will use those corners of Macanta.</p>	1	
Diamond Ridge	<p>I think roundabouts at major intersections like Sapphire Pointe and Crowfoot Valley Road would eliminate the need for left and right turn lanes and reduce traffic speeds, increasing safety.</p>	1	1
Sapphire Pointe	<p>My understanding is that the plan is for only 3 straight lanes at Sapphire Pt. Park. What are the other traffic controls planned for this area? I think it will make a extremely unsafe entering Crowfoot Valley Rd from our subdivision. This is very concerning as a left turn onto Crowfoot Valley (North) from my subdivision, without an acceleration lane will be nearly impossible and quite unsafe, especially based on the volume of cars and the soft hills that they tend to travel.</p>	1	
Timber Ridge	<p>Great project! The removal of an acceleration lane at transition lane will prove to have deadly consequences. The example of Avenida del Sol's turn express onto Founders Pkwy. is a good example. Without that lane, it would be extremely dangerous to make that turn have the construction company remove cones when not working if possible. These cones and weather contributed to several deaths in this area.</p>	1	1
Puma Ridge	<p>Wider and taller medians may work in studies, but are where the motorists are traveling down a steep hill! Left turns are the main issue, no acceleration lane = accidents. Please put in left turn accel lanes in, this is dangerous enough with limited sight distance to pull out safely.</p>	1	1
Timber Ridge	<p>This has been repeatedly prioritized as a necessary safety widening to accommodate the substantial increase in traffic heading southbound to Founders to equalize the arterial corridor. I am not sure why this is being delayed. The arterial corridor needs to be widened with needed safety and entree/bike concerns along this short corridor for the thousands of Castle Rock and County (Macanta) residents that can only use this short corridor to leave and come to their homes. Town and County planners need to be prioritizing Arterial necessities, and downgrading local residents needs for safety and entry to their communities. Slow speeds down to 35 mph though out the Zone.</p>		
Timber Ridge	<p>Please lower speeds through that area! Cars coming over 50 miles an hour give us little time to turn left onto Crowfoot. I have two young drivers in my house. It scares me to death and the recent fatal accident shows that speeds MUST be reduced and enforced as drivers approach these neighborhoods. I would prefer a round about but if not, a light is beyond necessary and needs to happen NOW!!!! This stretch has crested danger. Please lower speeds, install measures to stop or slow traffic. I don't really care how but the timeline MUST be moved up to ASAP. This should be a priority.</p>	1	
Sapphire Pointe	<p>The traffic light at Sapphire Pointe will need to be calibrated perfectly with the left turn light on Founders Parkway or people at Diamond Ridge will NEVER be able to turn left. Why turn there another way to 125? It's ridiculous that the gap between Diamond Ridge Parkway and Happy Canyon Road hasn't been opened. This would be an easy, nearly cost-free way to reduce the load on Crowfoot and Founders. This road is PUBLIC, I've seen it plowed and maintained much more regularly than the side streets. Why isn't it utilized like a public road?</p>	1	
Diamond Ridge	<p>I am in favor of roundabouts where possible.</p>		
	<p>Bike lanes are crucial and really need physical barriers more than lines to be safe.</p>		
Sapphire Pointe	<p>I like what I see, no other comments from me.</p>		1
Timber Ridge	<p>People wanting to exit Timber Ridge already have long wait times and safety issues. The left hand turn is especially troublesome. If it be made worse and more dangerous by adding two lanes of traffic to contend with. Vehicles are moving at high rates of speed down a hill which makes visibility an issue. Now there will be two lanes to contend with.</p>		
	<p>Please find a better solution. Please find a better solution for the residents of Timber Ridge.</p>		
	<p>Separate email to Casey: I am writing to request your attention to the expansion of Crowfoot Valley Road outside of the TimberRidge/Cliffside. Extending our subdivision is already a problem. We have a downhill to the north of us which makes visibility an issue when vehicles are traveling at most speeds. One has to enter traffic without much notice on a right hand turn. Left hand turns are nearly impossible at certain times of the day. The new plan to add another lane of southbound traffic will exacerbate this issue and then to take out an acceleration lane for people making left turns? Wow!</p>		
	<p>Our neighborhood already has issues trying to leave the subdivision and new planners are actually making it dangerous for us. The barriers that are supposed to slow traffic down are questionable - most people speed down the hill starting at Diamond Ridge. Remember the signs on Crowfoot near Founders Parkway that showed speeds? These were supposed to slow people down but only slowed them too fast there.</p>	1	

[illegible]