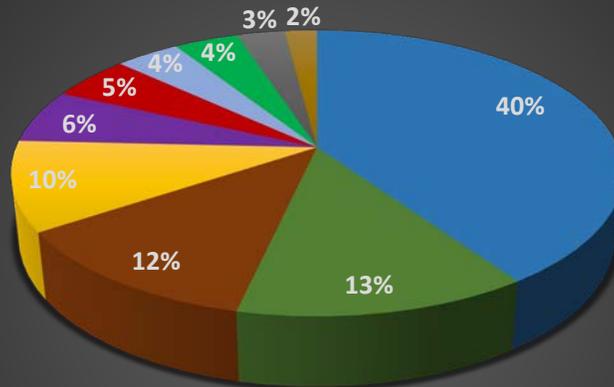


Centennial Boulevard Reconstruction Community Open House

January 26, 2016

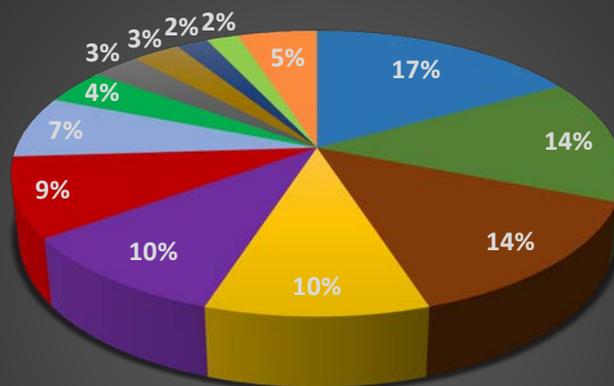
Summary of Individual Responses

Exciting Elements of the Project



- Improved road surface-40%
- Project moving forward-13%
- Reconstruction of roadway-12%
- Neighborhood safety/improvement-10%
- Drainage/groundwater improvements-6%
- Traffic management-5%
- Bicycle/pedestrian access-4%
- Support of plan-4%
- Traffic signalization-3%
- Other-2%

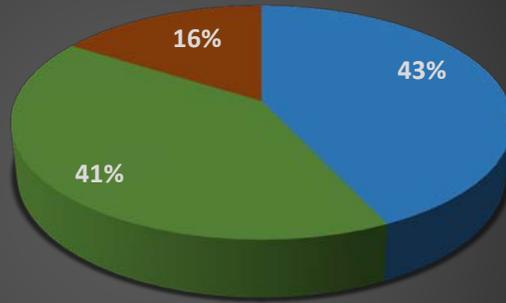
Concerns About the Project



- Construction impacts-17%
- Roadway design-14%
- Traffic signalization-14%
- Current/future traffic-10%
- Traffic speed-10%
- Coordination with Chestnut project-9%
- Project timeline-7%
- Sinton Trail-4%
- Pedestrian/bicycle access-3%
- Drainage-3%
- Traffic safety-2%
- No concerns-2%
- Other-5%

Median Preference

- Landscaped medians-43%
- Concrete medians-41%
- No preference/other option-16%



Why landscaped?

- Attractiveness of plants-45%
- Enhances neighborhood-30%
- Reduces water run-off-8%
- Other-17%

Why concrete?

- Reduces maintenance-48%
- Water conservation-21%
- Lower cost-18%
- Other-12%

Centennial Boulevard Reconstruction Community Open House

January 26, 2016

Categorized Verbatim Comments from the Individual Response Forms*

1. What excites you about the Centennial Boulevard reconstruction project?

Improved road surface (38 mentions = 40% of responses)

- No more potholes?
- No more potholes...
- YAY! Get rid of all the potholes and uneven pavement.
- Having a decent road again.
- A smoother road to drive on – Centennial has been a mess for too long.
- New pavement – NO potholes! Hopefully, utilities will not dig it up right after it is paved.
- No potholes.
- Smoother roads.
- Smooth roads.
- Smooth road!!!
- Getting a good road back.
- No more potholes.
- Get a smooth road.
- No potholes to dodge.
- Getting rid of potholes.
- No potholes!
- No more potholes.
- The road has deteriorated significantly with potholes and cracks.
- Improved road surfacing.
- New pavement!
- Smooth roadway.
- New roads – smoother drive.
- Fixing the pavement.
- Removal of potholes.
- Nicer drive – tired of the potholes.
- Elimination of potholes.
- Smoother roadway.
- That potholes should become an issue of the past. The ride will be less bumpy.
- Less damage to my car!
- No more potholes.
- Will be nice not to have cars zipping around the potholes and encroaching on the adjoining lane.
- Road surface repair.

**A total of 117 people attended the meeting and 86 response forms were submitted.*

- Smooth road.
- To see the condition of the road improved.
- Better roads – no potholes.
- Better road with potholes and rough road due to deterioration – GONE!
- Repairing potholes, making driving on Centennial smoother.
- The elimination of potholes.

Project moving forward (12 mentions= 13%)

- Completion!
- Past due – thank you!
- This road has needed replacing for years!
- That it is finally being addressed.
- Finally have a decent highway!
- Finally, finally it's happening.
- Finally!
- Someday work will start.
- That work will start soon!
- Much-needed improvements a long time in coming.
- That work will start soon!
- Road repairs long overdue – happy finally getting repaired.

Reconstruction of roadway (11 mentions = 12%)

- Focusing on actual good road construction to fix the poor road conditions on Centennial. Continue to focus on fixing the roads!! Good concrete roads will stay for a long time – 30 years.
- Reconstruction of Centennial Blvd.
- Finally actually replacing it instead of just repairing.
- Centennial is in need of repair that is permanent, instead of constantly patching.
- New road.
- It needs repair/re-done.
- Repair of the street.
- I am hoping and looking forward to roads being improved. I hope that this road will be redone and not just patched.
- The concrete roadway to overcome the heaving soil issues.
- Will be nice to not constantly have repair crews on Centennial.
- I am hoping and looking forward to roads being improved. I hope that this road will be redone and not just patched.

Drainage and groundwater improvements (6 mentions = 6%)

- Groundwater and drainage management and mitigation.
- Elimination of groundwater on west side of Centennial at top of hill.
- Fixing standing water issues.
- Effort to eliminate standing water problems.

- To see the water drainage and pooling issues improved.
- Prevention of sinkholes.

Improved traffic management (5 mentions = 5%)

- More controlled traffic – access to make turn from east side intersections.
- Improved traffic flow.
- Elimination of medians from Fillmore – north.
- Possible turn lane coming out of Hans Brinker and U-turn to head south.
- The opportunity to address increased traffic from the new hospital and whenever Centennial is extended beyond Fillmore.

Neighborhood safety/improvement (9 mentions = 10%)

- The traffic on Centennial has been awful. It is dangerous, fast. I am recommending two roundabouts, one by Camelback Apartments to slow the traffic from coming down that hill and possibly another one at Valkenburg Drive. This is a neighborhood and it needs to be SAFE! BUMPS would slow traffic down.
- Please make this street safe for our community.
- Quality/safety improvement to Centennial Blvd.
- The gradient needs reduced farther south before Windmill Avenue. Pedestrians in this area are in danger of speeding traffic.
- House values will go up.
- Makes the area look nicer. Need something to keep eyes off the STD clinic.
- The landscaping looks great!
- Make the street beautiful.
- The possibility to extend fiber to surrounding neighborhoods to improve communications infrastructure.

Improvements for bicyclists and pedestrians (4 mentions = 4%)

- Trail improvements. The potential to have an at-grade crossing to the Sinton Trail across Centennial.
- Sidewalk extensions.
- Safer crosswalks and more crosswalks on Centennial.
- I have a handicapped daughter that takes bus #2 and it would benefit her and other busers if there were crosswalk lines to cross the street.

Support of plan (4 mentions = 4%)

- Appreciate this very much!
- The plan sounds good.
- Improvements to Centennial.
- A better road.

Traffic signalization (3 mentions = 3%)

- Possibility of stoplight.
- Want a stop light at Vondelpark.

- The possibility of traffic lights installed on Centennial at the intersections of Vondelpark and Windmill Avenue. Also, we recommend the median be changed to a solid median from Windmill to Vondelpark, with the addition of lights.

Other (2 mentions = 2%)

- Not enough information to know.
- Nothing.

2. *What concerns you about this reconstruction project?*

Construction impacts (20 mentions = 17%)

- Don't remove my tree on Centennial and Chesham median, darn it!
- Traffic issues due to decreased lanes of travel.
- Seeing the work being done.
- Access to businesses in area.
- Phase 1 – Please check structural issues with pedestrian/bike tunnel as/before starting project. Thanks.
- Traffic backing up excessively because of only one lane open on Centennial.
- One lane? It's hard enough to cross with two lanes of traffic. More cars in only one lane.
- Children walking along construction and availability of sidewalks and crosswalks.
- Traffic impacts [during reconstruction].
- Commute and cycling access during project.
- Access during construction.
- Able to get in and out.
- Can City coordinate with Century Link to get high speed fiber installed during construction?
- Soon after it's complete, it will be trenched for utility work and the seams will create potholes.
- Detours through adjacent streets.
- Traffic disruption.
- Have utilities complete their work before you repave the street.
- My wife is blind and needs access.
- Traffic back-ups.
- Coordination with CDOT, CSU.

Roadway design (17 mentions = 14%)

- The median bullnoses. We hope they are pulled back or flattened. When heading west and turning south, it has been a challenge to not only look out for traffic going both directions, but also pulling out and around the bullnose, not over it.
- Lack of left turn northbound to Amstel Drive.
- Access in/out of Chelsea Glen. It's already difficult to get out now.
- The egress onto Centennial from Vondelpark. It is not being addressed. Getting onto Centennial from that main exit road is very dangerous.

- Need turn lanes!!! No medians or put in turn lanes to stop U-turns. With my truck I cannot make a U-turn from the existing turn lanes. Each street needs access from both directions from Centennial.
- Access from neighborhood to Centennial (left turns on to Centennial) both during and after construction.
- Not enough innovations to control FLOW of traffic.
- Still concerned about the excessive U-turns that happen. The medians need to be opened up some. There is also a school bus stop at Chesham – amazing a child hasn't been hurt with the conflicting traffic and U-turns.
- The medians not changing – still issues with U-turns.
- One will need to make U-turns to access some streets. Does not sound reasonable. Why don't you plan better for the future and do it correctly? This is a tourist areas also. Do not create traffic jams.
- U-turns on Centennial Blvd.
- West side of Vondelpark – making a left turn onto Centennial is hazardous – many mishaps.
- I live off Amstel on the west side of Centennial. Anytime I leave home, I have to make a U-turn. When I make a U-turn, many times a car will pull up (on the street the turn lane was made for), expecting me to turn onto the same street. The result is the other driver thinks he's safe to turn and there is a near-collision almost every time. Please consider: 1) remove the center median entirely and put in a center lane PLEASE! 2) put in turn lane for Amstel.
- Increasing traffic on Centennial, especially when it is extended to the Interstate. At present, it is often difficult and dangerous to turn left on or off Centennial. We do so from Valkenberg. I really wish it had been designed differently back in 1977, but we're stuck. There are too many roads intersecting with Centennial. This will be a much worse problem when Centennial is extended to I-25 and traffic increases further. There is no good solution.
- Narrower lanes.
- Width of new road surface a concern.
- Grade correction at the Centennial Hill curve area.

Traffic signalization (17 mentions = 14%)

- We would like to see a traffic light at Vondelpark and Centennial. A lot of traffic crosses at this intersection.
- Traffic light at Vondelpark and Centennial. Numerous accidents and close calls with peds.
- No stoplight at Vondelpark and Centennial PLEASE.
- Light at Vondelpark intersection?
- Hard to get out from Vondelpark – need a light.
- We all need a stop-and-go (red, yellow, green) light at Vondelpark and Centennial.
- With Penrose coming in the near future, we definitely need a traffic light at Vondelpark and Centennial with a flashing light up past Vondelpark warning of upcoming light. We're afraid a child will get hit going to Coronado.
- Need to put a stoplight at Vondelpark and Centennial.
- Increased traffic will make the intersection at Vondelpark and Centennial deadly. It's risky at best now. Consider studies for traffic light.
- Put a stoplight at Vondelpark!!

- I would hope the City would install a traffic light or two to enable us residents to safely exit the neighborhood.
- Maybe should think of putting in stop lite at Vondelpark! Need one to access safely.
- Need lights at Valkenberg and Vondelpark Blvd.
- Still need a stoplight at Vondelpark to take a left turn to get to my home at 1325 Amsterdam Court from Old Holland Park to New Holland Park.
- Heading north on Centennial from Fillmore, it is often difficult to turn left on Grand Market Place Roadway. Some southbound traffic proceeds straight at a high rate of speed and some slows down to turn right into the shopping center. A left turn signal would be a big improvement.
- No traffic lights – crossing Centennial to make left turn dangerous...volume, speed, visibility.
- My recommendation is to put traffic lights at one or two intersections (e.g. Vondelpark and Valkenberg) and close the median at all other intersections, forcing people to turn right and make a U-turn. It's the best of the poor choices available. Ignoring the problem is worse.

Current and future traffic volume/flow (12 mentions = 10%)

- Traffic on Centennial is already heavy and will only get worse once the extension to I-25 is complete.
- Increased traffic with Penrose on east side of Centennial at the top of the hill across from shopping center.
- With new hospital being built, increase in traffic, yet proposal is requesting narrower driving lanes.
- High traffic.
- Traffic! Traffic! Traffic!
- Traffic.
- Increased traffic when Centennial goes to Fontanero; also with new Penrose Hospital traffic. This is a big concern.
- More traffic in my neighborhood. [On] Vondelpark Drive for a long period of time.
- Traffic problems.
- Traffic.
- Will the project be adequate to handle the increased traffic from the new hospital and the eventual traffic load for the south extension to Fontanero?
- Traffic flow – too much now.

Traffic speed (12 mentions = 10%)

- Concerned that traffic speeds will increase.
- Please put in slower speed signs – maybe 30-35 mph; people are now going at least 45-50 mph.
- High rates of speeds heading northbound downhill past Camelback Apartments.
- Drivers going too fast!
- Slow traffic down after completed.
- Speed limit too high!!! I live on the west side of Centennial on Amstel. With the current speed limit it is a challenge to enter Centennial. Speed limit needs to be lowered!!
- Speed of cars coming down hill excessive – can it be slowed?

- Speed limits – so cars don't run into people's yards, etc.
- The extreme speed of traffic on Centennial going to Garden of the Gods.
- The high speed of traffic now will only increase with the improvements.
- Reduce speed limit on Centennial.
- Increased traffic speed.

Coordination with Chestnut Street bridge project (11 mentions = 9%)

- Fix the Chestnut sinkhole before you start so we don't have to have a helicopter to get home from King Soopers!
- Time – with Chestnut.
- The inconvenience for our families due to the fact that Chestnut is already blocked.
- Can't this be done after repair to Chestnut? Between Fillmore [interchange] and Chestnut [bridge] and now Centennial, navigating is really inconvenient.
- The timing of this project and the Chestnut Street project.
- Chestnut needs to be fixed first.
- Please delay this project until you're done with the Chestnut bridge. If both projects are active at the same time, access to the neighborhood from the north will be doubly impacted.
- Traffic back-ups due to construction on Centennial as well as Chestnut.
- That the Chestnut [bridge] will not be totally open before construction begins on Centennial.
- Timing – I do understand waiting until Chestnut work is complete. However, it seem a long way away – I will be patient because the outcome is critical.
- Schedule: if construction begins before Chestnut is fully repaired, the traffic impact will be disastrous.

Project timeline (9 mentions = 7%)

- Length of time to complete.
- Length of time.
- Too long to get to Phase 2. Residential completed (May 2017). It is ruining our new vehicles driving on these types of roads.
- Why 2017? What's wrong with right now?
- Timetable being managed.
- Length of time to complete [project].
- How long it will take.
- Taking too long to complete the project.
- One-and-one-half years to complete – too long!

Sinton Trail (5 mentions = 4%)

- Sinton Trail grade crossing really needs a signal light so no one is injured.
- Tight turns on potential future Sinton Trail; 90-degree turn is bad for bikes.
- That the Sinton Trail tunnel issue is still not being addressed. Surface crossing of active transport across Centennial is dangerous.

- The bicycle underpass – Centennial is scary to ride – it is dark and bumpy.
- Is anything going to be done to improve Sinton Trail under Centennial Blvd.? The tunnel is very narrow and not well lit.

Pedestrian and bicycle access (4 mentions = 3%)

- Hopefully better sidewalks and continual sidewalks on both sides.
- Cycling lanes minimized? Maintain width if possible.
- No sidewalk construction along area where there is none – across from Infiniti Salon – Danee Studio on west side of road. This looks terrible and will continue to look terrible – a shame after a major renovation.
- Too bad a sidewalk cannot be constructed along vacant lot between Sinton Trail and High Tech Way.

Drainage (4 mentions = 3%)

- Water drainage.
- Fix the underground drainage – not just for the sidewalk, but also for the street.
- Has the condition of the galvanized pipe/tunnel under Centennial been inspected? Another sinkhole possibility.
- Does not address issues with South Douglas Creek channelization north of Centennial Blvd. and impacts on this Creek south of Centennial Blvd.

Traffic safety (2 mentions = 2%)

- Check out accident count at key properties.
- Accident counts.

No concerns (2 mentions = 2%)

- Nothing.
- None – glad you're doing it.

Other (6 mentions = 5%)

- Please focus less on beautification. Keep the trees in the median as they are but forget the beautification.
- That none of the plans even mention extending fiber to surrounding neighborhoods to improve communications infrastructure.
- Camelback Pointe concerned about decrease in traffic to rent apartments.
- Should really have had a traffic engineer here [at open house].
- Setting manholes and valve boxes flush with roadway surface, not recessed. Transition from concrete to asphalt to prevent “speed bump” in asphalt.
- Choosing the right contractor to do the work.

3. Two options are being considered for the three roadway medians in the Holland Park neighborhood area: Option A – Landscaped medians or Option B – Concrete medians. Which option do you prefer, and why?

Prefer Option A: 43%

Why:

Attractiveness of plants (18 mentions = 45%)

- I like plants.
- Always appreciate plants/trees.
- Need a little green, as long as drought-tolerant. No grass. There are already trees there.
- Landscape is more attractive but watering green plants could be a challenge.
- Looks nicer IF it's maintained.
- Nicer to look at.
- Looks much prettier.
- What I gathered at this open house was that the existing landscape would be preserved, and raised beds are being considered. I like this option.
- Looks nicer.
- More attractive.
- Appearance.
- Landscaped looks way nicer.
- Beauty and simplicity.
- Beautification needs to be more prominent in our City's construction projects!
- Better looking, if low care plantings.
- Landscape looks nicer, as long as it doesn't obstruct sight when turning onto Centennial from side streets.
- Plants better than concrete. If plants can withstand snowmelt chemicals the City puts on the streets.

Enhances neighborhood (12 mentions = 30%)

- We have an established older neighborhood; we need landscaping and trees.
- Prefer seeing nature in neighborhood.
- This is a residential neighborhood, and I'd like it to look nice.
- Improvement of area appearance.
- Adds more beauty to the area; increases property value.
- It upgrades the look of the neighborhood. Not doable without drip irrigation!
- I think landscaped medians would dress up our community but if they are not put [in] by homeowners they may not be taken care of. Water and weeding is essential.
- People already drive too fast – the plantings will make it look more like a neighborhood.
- Aesthetics and property enhancement.
- Looks like a natural landscape, not like a commercial setting.
- Low impact plants and shrubs maintained well will add some landscape "beauty" to the area.

Reduces water run-off (3 mentions = 8%)

- Take care that water not into street.
- [With concrete medians], don't want more run-off to increase stormwater issues.
- Low-care plantings should hold water better.

Other (7 mentions = 17%)

- PUT IN CENTER LANE!
- Will City maintain these well?
- As long as you take care of it. No more weeds.
- It is hard to dig up so it provides a stronger incentive to build infrastructure along with it.
- Preferred only if cost-effective overall.
- I like [Option] A, but will it be properly maintained or deteriorate? I like landscaping.
- Plans for landscaping look great.

Prefer Option B: 41%

Why:

Reduces maintenance (16 mentions = 48%)

- Lower cost/less maintenance.
- Seems like it would be less maintenance.
- Less maintenance.
- Less maintenance.
- I would prefer landscaped medians but the lack of adequate maintenance in the past is troublesome.
- Concerned that landscaped medians will not be taken care of.
- Would like Option A, but concerned about the upkeep.
- Lower maintenance.
- Easier to maintain.
- Less maintenance needed.
- Less maintenance once built. But landscaped are more beautiful.
- Easier maintenance.
- Easy to take care of.
- Landscaped medians eventually die.
- Don't like dead weeds.
- No weeds.

Water conservation/off roadway (7 mentions = 21%)

- I prefer the option which uses the least water.
- Would not waste water.
- Save water!
- Conserve water.
- Keep the irrigation water off the road.

- No water on the street to be wasted and become icy.
- No water spraying on road when it should be in the landscaped medians.

Lower cost (6 mentions = 18%)

- Lower cost.
- Less cost.
- Landscaping costs too much to maintain.
- Lower maintenance costs.
- The cost of landscaping would be better applied to other streets.
- Less money to maintain.

Other (4 mentions = 12%)

- Simpler.
- Would like concrete medians with turn lanes.
- Eliminate the need to tear up streets to repair broken water pipes.
- With left turn lane for Hans Brinker.

No preference/other option preferred: 16%

Comments:

- [Landscaped option]: Who will take care of the grass? [Concrete option]: No care needed, right?
- No future maintenance issues.
- We (our household) like the combo option. Some landscaping in median areas larger than 8 feet.
- Flat medians. The high bumps don't do well over time. Keep it simple.
- Rock and mulch. No water – it runs in the road.
- Who cares? We have much bigger access problems in Holland Park!
- Use the option that creates the most safe passage. Concern for water on roadway.
- Neither – tear them out and replace with turning lanes (Amstel).
- Save the money you spend on the medians and fix Chestnut.