



Public Meeting #3 Summary

The third public meeting for the Northeast Area Transportation Study (NEATS) Refresh was held October 4, 2018 at the E-470 Public Highway Authority administration building. This meeting was held from 4:30 – 6:30 PM in an open house format, with no formal presentation. Attendees were invited to review recommendations for the 2040 roadway network, typical sections, trails and bikeways, and potential transit corridors and mobility hubs with project team members. More than 20 members of the public attended the meeting.

To advertise the meeting, two email blasts were sent to the project’s electronic mailing list, a news release was sent to local media outlets, a story ran on Aurora TV the week preceding the meeting, and the City posted the notice on the City’s web page, Next Door, and distributed it through their other communication forums.

Following is a summary of comments submitted by public meeting attendees on comment sheets, recorded by open house staff during one-on-one conversations with attendees, and submitted via email surrounding the meeting. This summary includes comments received through October 11, 2018.

Comments

Do you agree with the proposed 2040 roadway network, or suggest any revisions to it? What roadway and intersection/interchange improvements do you see as the greatest future need in this area?

- ❑ Regardless of what The Highlands plans, here is the reality of life in the area. I just spent 5 days in the area near Colfax/Chambers and made daily trips to the Home Depot off of Tower/I-70. I also made random stops at other land to get a feel of traffic flow and air traffic. Here was my experience. It's just extremely difficult to even get around the area now. Traffic backs up from Tower Road on 56th all the way to Pena. Tower becomes a parking lot during rush hour. Green Valley Ranch isn't even built out yet and it's difficult to navigate. 48th through Green Valley already had severe traffic jams. I tried to get to the Mississippi home Depot out of frustration of trying to get to the Tower location and 6th Avenue (4 lane road on section line) was even more difficult. Had to wait 4-5 times per light. What use to be an 8 minute commute became 20+minutes and it's only a few miles away. I simply do not understand how The Highlands can eliminate Harvest Road south of 48th and create curved roads that will become parking lots. What will those roads be like when thousands of more cars try to navigate down 48th, 56th, and Tower? The quality of life in Aurora like most of the front range has already changed but how can Aurora in good faith create more of the same problems that we already have?



- ❑ Air traffic: I sat on Harvest Road at 48th Avenue from 6pm til about 11 pm on a weekday evening. I strongly encourage someone from the city to do the same. The amount of airplanes coming in right over Harvest and slightly to the east is mind blowing. Every couple minutes and at night it looks like I-70 in the sky. The planes roar over to where you cannot have a cell phone conversation. Aurora Highlands was on the news about 6 months ago and the story started "a new Stapleton won't be built". That is exactly what is being proposed. How can Aurora approve a sea of houses right under the runway to DIA?? The developer is coming in to essentially build gridlock and homes in what amounts to a "crash zone". Forget about the 60-65 noise zone to build in!! There are areas off Laredo and Colfax that the city has limited development on and zoned it "crash zone" because of Buckley, yet the city might consider building homes under the one of the busiest airport runways in the world? I have to believe the planners and council are rethinking that by now? I just read that DIA/Denver and Adams County now have a legal dispute with the noise contour zones. Why would Aurora even consider issuing residential permits of all things to a developer proposing to develop under the runway? Or maybe that is already being reconsidered based on the comments from DIA in regards to The Highlands last FDP submittal? DIA made its position very clear about the noise contours yet it seems the highlands ignored them? I'm from Aurora, love Aurora, but I just see a traffic gridlock being proposed along with another Stapleton. That's not what the vision was for DIA. I strongly encourage for staff to personally go out to 48th/Harvest and experience what I did.
- ❑ Yes, do agree. We agree that Gun Club needs to be 4 lane major arterial.
- ❑ Look ok to me. There will be a lot of traffic in the future.
- ❑ No. Harvest may have been planned as a major interchange "before our neighborhoods were conceived" (direct quote from a City employee on 10/2). That doesn't mean it's the best answer. Harvest already has a school with small kids and speeding issues. Powhaton would be a much better alternative. It is planned as an arterial. Airpark could be closed. So many other options. Thinking outside the box and flexibility are important attributes in local government. Please re-evaluate.
- ❑ Gun Club needs more lanes.
- ❑ I-70 exchange should be at Powhaton not at Harvest.
- ❑ Some of the grade crossings in The Highlands probably can't be grade separated, so will be enhanced crossings.

What comments do you have regarding the recommended alternative typical sections?

- ❑ Minor arterial – prefer 4 lane, separated mixed use
- ❑ Major arterial – prefer 2 way separated bike lane



- 6 lane – prefer 2 way separated bike lane
- I prefer the wider shared bike/pedestrian path separated from the road by a landscape buffer. Bike/pedestrian safety is increased and traffic mobility and safety are also.

Please provide your thoughts regarding the planned trails and bikeways, and the potential transit corridors and mobility hubs proposed for the NEATS area.

- Don't have enough information on Mobility Hub Type 2 for comment.
- Looks like more than enough.
- The bike lane coordination with public transportation is a great idea. Integration with communities is important and provides alternatives for commuters. The safe bike parking helps this.

Please provide general suggestions and comments regarding this study.

- Was good to do the study for the future.
- I cannot emphasize the importance of not having a Harvest/I-70 interchange. Please consider moving it to Powhatan which will increase safety and provide better mobility. A major arterial next to Vista Peak is only asking for problems. I can't imagine how kids can safely walk/bike to school with that level of traffic.