

# Appendix E. Public Comment Log



## Public Comment Summary

	FIRST NAME	LAST NAME	COMMENT DATE	COMMENT	COMMENT SOURCE	LOCATION
1	Karen	Omi	4/23/2014	I want to see updates concerning Wadsworth and bring in business that will attract more business. Update and bring community like Highlands here in Wheat Ridge. I have heard that people say we don't have the demographics that would carry such businesses. I disagree, if you build it they will come.	iPad Exit Survey #1	Corridor-wide
2	Patti	Nicholl	4/23/2014	Representatives were friendly and willing to listen.	iPad Exit Survey #1	
3	Rhanda	Champion	4/23/2014	Do not use same folks as 38th	iPad Exit Survey #1	Corridor-wide
4	Nancy	Snow	4/23/2014	I am concerned that widening will take out current businesses	iPad Exit Survey #1	Corridor-wide
5	Lisa	Griffin-Seidel	4/23/2014	Crossing at Wadsworth and 44, and access from Wadsworth to Johnson Park on east and west side. Also signage for school zones.	iPad Exit Survey #1	44th and Wadsworth
6	David	Kaiser	4/23/2014	I don't want to see industrial development in Wheat Ridge. I want to see more of a town center.	iPad Exit Survey #1	
7	Katherine	Campbell	4/23/2014	I want to reduce traffic on 41st Ave west of Wadsworth	iPad Exit Survey #1	41st and Wadsworth
8	Richard	Doyle	4/23/2014	Need light at 44th and Vance	iPad Exit Survey #1	44th and Vance
9	Josh	Havey	4/23/2014	It was nice to express my concerns	iPad Exit Survey #1	
10	Deborah	Carrier	4/23/2014	I don't think there should be bicycles and pedestrians	iPad Exit Survey #1	Corridor-wide
11	Evan	Lay	4/23/2014	Widening Wadsworth will require looking past 48th	iPad Exit Survey #1	48th and Wadsworth
12	Scott	Ohm	4/23/2014	Access to light rail stations	iPad Exit Survey #1	
13	Steve	Strobing	4/23/2014	Property Impacts	iPad Exit Survey #1	Corridor-wide
14	Sandra	Deppreschmidt	9/17/2014	We should open more right turn only lanes particularly on 44th and Wadsworth. The SW corner of that intersection needs a right turn only lane. Additionally she suggested that we should keep Wadsworth as a two-lane thoroughfare.	Phone Call	44th and Wadsworth
15	Bill	Littell	9/17/2014	His office building has access from Wadsworth but he is concerned that the PEL will result in a loss of access to the frontage road that provides access to his office from Wadsworth and will require his tenant	Phone Call	4800 Wadsworth

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				to drive through the neighborhoods to enter the building. He does not want to lose direct access to Wadsworth for his building		
16	Fratini Michael		9/29/2014	I have lived in the blighted terrace area near Wadsworth Blvd for 16 or more years. I'd be happy with any improvement after this long time. The path and the bus stops are atrocious!	Website Comment	
17	Bradley	Breitenfeldt	10/7/2014	Mark did an excellent job presenting the City of Wheat Ridge's vision for the Wadsworth Corridor. He tactfully fielded tough questions from the citizens in attendance and provided fact based rationale for the features shown in the alternatives presented. We strongly support either of the full build options. The frontage roads appear that they could provide a unique layout for new developments closer to the street with parking in the back and also keeps the Wadsworth "highway" traffic flowing. I think it definitely fits in with the vision for 38th Ave as well. I am just concerned about additional cost for purchasing properties to make the frontage road option work. Could funds for these additional costs be better spent on incentives for new businesses or improvements to existing businesses? Or is this a completely different bucket of funds? From an overall access point of view placing stoplight at 47th Ave improves accessibility from our home at 48th Cir. Turning south on to Wadsworth from 48th or turning into 48th from southbound Wadsworth is currently challenging. This causes us to use Upham and Teller to access 44th and southbound Wadsworth. Some questions/thoughts on the proposed options. 1) Would traffic be expected to increase in our neighborhood (48th Ave) with the addition of the stoplight at 47th (140 ft. option)? 2) Would noise increase from vehicles having to accelerate from a dead stop at the traffic light? Especially vehicles trying to quickly get up	Website Comment	47th and Wadsworth

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				to freeway speeds on the I-70/76 ramp. 3) For the plan with a traffic light at 47th what would be done with the property at 7585 W 48th? (parking lot open space commercial?) 4) From an overall corridor traffic flow perspective which traffic light option is the most beneficial (light at 46th or 47th)? 5) Would U-turns be allowed for Wadsworth traffic at either of the 46th/47th traffic lights? Drivers consistently miss the eastbound freeway ramps by Costco and make U-turns at 47th/48th to get on the freeway. 6) Definitely in favor of sidewalk and bike lane connections to Clear Creek on the east side of Wadsworth. 7) Do the estimated costs for these alternatives include new lighting signage and artwork? If you wanted to match the level of aesthetics proposed for 38th Ave would it require additional funds beyond the \$31 million estimate for Alternative #2?		
18	Antonietta	Breitenfeldt	10/7/2014	Mark did an excellent job presenting the City of Wheat Ridge's vision for the Wadsworth Corridor. He tactfully fielded tough questions from the citizens in attendance and provided fact based rationale for the features shown in the alternatives presented. We strongly support either of the full build options. The frontage roads appear that they could provide a unique layout for new developments closer to the street with parking in the back and also keeps the Wadsworth "highway" traffic flowing. I think it definitely fits in with the vision for 38th Ave as well. I am just concerned about additional cost for purchasing properties to make the frontage road option work. Could funds for these additional costs be better spent on incentives for new businesses or improvements to existing businesses? Or is this a completely different bucket of funds? From an overall access point of view placing stoplight at 47th Ave improves accessibility	Website Comment	47th and Wadsworth

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				from our home at 48th Cir. Turning south on to Wadsworth from 48th or turning into 48th from southbound Wadsworth is currently challenging. This causes us to use Upham and Teller to access 44th and southbound Wadsworth. Some questions/thoughts on the proposed options. 1) Would traffic be expected to increase in our neighborhood (48th Ave) with the addition of the stoplight at 47th (140 ft. option)? 2) Would noise increase from vehicles having to accelerate from a dead stop at the traffic light? Especially vehicles trying to quickly get up to freeway speeds on the I-70/76 ramp. 3) For the plan with a traffic light at 47th what would be done with the property at 7585 W 48th? (Parking lot open space commercial?) 4) From an overall corridor traffic flow perspective which traffic light option is the most beneficial (light at 46th or 47th)? 5) Would U-turns be allowed for Wadsworth traffic at either of the 46th/47th traffic lights? Drivers consistently miss the eastbound freeway ramps by Costco and make U-turns at 47th/48th to get on the freeway. 6) Definitely in favor of sidewalk and bike lane connections to Clear Creek on the east side of Wadsworth. 7) Do the estimated costs for these alternatives include new lighting signage and artwork? If you wanted to match the level of aesthetics proposed for 38th Ave would it require additional funds beyond the \$31 million estimate for Alternative #2?		
19	Deanna	Leino	10/8/2014 0:00	Concerned about the impact on 35th and also Allison St.	iPad Exit Survey #2	35th and Wadsworth
20	Linda	Wolf	10/8/2014	Definitely move the stoplight to 41st! I have waiting been thirty years for that!	iPad Exit Survey #2	41st and Wadsworth
21	Linda	Larson	10/8/2014	Enhanced build without access at 46th - at least not through the neighborhood. Ingress and egress possibly?	iPad Exit Survey #2	46th and Wadsworth
22	Tim	O'Neil	10/8/2014	Good presentation.	iPad Exit Survey #2	

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23	Eric Wilson	Wilson	10/8/2014	I would like to see bicycle connections, like at 35th. And good pedestrian crossings at 38th.	iPad Exit Survey #2	38th and Wadsworth
24	Tracy	Saffer	10/8/2014	Increased Noise is a major fear as well as decreasing property value if it just ends up being a "highway"	iPad Exit Survey #2	
25	Albert	Madsen	10/8/2014	Let wads worth develop.	iPad Exit Survey #2	
26	Roger	Loecher	10/8/2014	Plan 3 was supposed to be eliminated 5 years ago, but it keeps coming up.	iPad Exit Survey #2	
27	George	Bradford	10/8/2014	Planning is good clean fun.	iPad Exit Survey #2	
28	Patty		10/8/2014	Taking out the light at three acre lane is a very bad idea	iPad Exit Survey #2	Wadsworth and Three Acre
29	Betty	Hampleman	10/8/2014	The high density development along a state highway could be misguided. We don't see wheat ridge being a destination. A city center should not be on a state hwy.	iPad Exit Survey #2	Corridor-wide
30	Sheryl	Adamson	10/8/2014	This was helpful, including the postcard notification. Something needs to be done to alleviate traffic on Wads.	iPad Exit Survey #2	
31	Ted	Heyd	10/15/2014	Thanks for all your efforts in distilling things down to three alternatives and considering the following comments. 1) We generally support the Enhanced Build alternative inclusive of six 11'foot thru lanes 10-foot multi-use paths (sidewalks) on both sides and the 11-foot (two-way) cycle track on the eastern side. 2) I know we're not at design yet but it should strive for minimization / condensation of curb cuts to maximum extent feasible and continuation of sidewalks and cycle track for as much of the project study area as possible. 3) The desired minimum width for two-way cycle track in NACTO's most recent Urban Bikeway Design Guide is 12 feet. The profiles show an 11 foot facility. 4) To perhaps increase the feasibility of this alternative or to possibly lower acquisition-related costs could the width of the median tree lawn be reduced to 10 feet (from 28)? By reducing its width 18 feet could some of the property takes along Wads be	Website Comment	

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32	Amy	Mcgregor	10/15/2014	<p>avoided? Thanks again!</p> <p>Comments for PEL Study: I am resident that lives in the neighbor to the east of Wadsworth. I often enter and leave our neighborhood via 48th street; when turning North onto Wads from 48th visibility is very low when looking south and it is often dangerous during peak traffic times as well as it is very hard to make a right handed turn onto Wadsworth. Many people that miss the I-70 entrance ramps when heading south on Wadsworth from Arvada use the left turn lane on Wads (to turn east on 48th) to make a U turn to go back to the I-70. During peak traffic times this is very dangerous and people do it often in front of Northern bound Wadsworth traffic. This is a daily occurrence and multiple people do it. While it is not an illegal move there needs to be a better/safer way for people to make a U-turn. That corner at 48th and Wadsworth is just a bit of a mess during peak traffic times it gets chaotic quickly with people are slowing to enter east bound I-70 and with people trying to turn onto east 48th or someone is trying to turn onto Wads from east 48th and someone is trying to turn left onto Wadsworth from the west 48th or 47th and then the bus trying to pick or drop someone else off at the 48th street stop. Oh and don't forget you might have a pedestrian trying to cross Wadsworth to get to that bus stop. It would be great to have better ways to cross Wadsworth people get off the clear creek trail near 48th and try to cross wads worth which the often can bee seen hanging out in the left turn waiting to cross. I look forward to better intersection at 44th and wads for everyone. It is possible to sit through multiple traffic lights trying to turn left onto 44th or to go straight crossing Wadsworth traveling 44. My children attend a neighborhood school on the west side of Wadsworth. I rode my bike once to go pick them up</p>	Website Comment	48th and Wadsworth

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				and never again will I do it. Crossing Wadsworth at 44 is awful and I feared for my life. First the sidewalk on the north side of Wadsworth near the bank is too narrow for a bike and bike trailer and there are rocks and a curb that must be crossed. It is difficult for pedestrians to cross anywhere at that intersection because of right turning traffic. It would be nice if pedestrians were given walk only lights during the traffic light cycle with all traffic stopped including right turning traffic. I do not want to see the flow of traffic slowed down along Wadsworth particularly during peak traffic times but there are just so many hazards trying to cross Wadsworth for both cars and people. There are too many driveways and business entrances between 44th and 48th and houses that sit too close to Wadsworth. I am in favor of widening Wadsworth. Also I would love to see bus pull-off stops along the PEL study area rather than the public bus stopping on the road.		
33	Michael	Fratini	11/7/2014	Comment reads: I support Plan #2 with 150 feet of right of way to allow for wide bike and pedestrian paths. It is already too late for minimal improvements such as Plan #1 and by 2019 this repair work will be long past due.	Website Comment	
34	Andy	Glazar	3/13/2015	Called because he could not make the block-by-block meetings and wanted to get up to speed on any new development plans. He takes care of his mother at 4670 Wadsworth.	Phone Call	
35	Julie	Glazar - O'malley	3/13/2015	See below and attached; copy of "Proposed Sketch for 4800 Wadsworth (Supplement)" from City of Wheat Ridge website. (link: <a href="http://co-wheatridge2.civicplus.com/DocumentCenter/View/22105">http://co-wheatridge2.civicplus.com/DocumentCenter/View/22105</a> )	Email	

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				<p>The area shown in the red rectangle is 4670 Wadsworth Blvd. That is the home of the Glazar family, two generations of which have been living there for sixty years, and are currently still residing at that address.</p> <p>According to this 'proposed sketch', the 4800 Wadsworth PEL construction will go directly through the center of the house.</p> <p>As a member of the Glazar Family, I cannot accept this proposal.</p> <p>Thank You, Julie Glazar-O'Malley jtomalley@mac.com</p>		
36	Louise	Leak	4/22/2015	THE ACCESS TO OUDRAGE* NEEDS TO BE LOOKED AT.	Comment	
37	Anonymous		4/22/2015	Hesitant about high density development in Wheat Ridge.	iPad Exit Survey #3	
38	Anonymous		4/22/2015	Input is not being included.	iPad Exit Survey #3	
39	Anonymous		4/22/2015	Opposed to signal at 41st and taking out signal at 3 acre lane.	iPad Exit Survey #3	41st and Wadsworth
40	Anonymous		4/22/2015	Plan is all wrong	iPad Exit Survey #3	
41	Anonymous		4/22/2015	Concerns about the right of way impacts	iPad Exit Survey #3	Corridor-wide
42	Anonymous		4/22/2015	Stop lights are a source of concern.	iPad Exit Survey #3	Corridor-wide
43	Anonymous		4/22/2015	Stoplights an issue	iPad Exit Survey #3	Corridor-wide
44	Anonymous		4/22/2015	Xeriscaping would be the best option for the medians – lower maintenance and costs.	Lay Flat Map Comment From Public Meeting #3	Corridor-wide
45	Anonymous		4/22/2015	CDOT should replace the yield sign as an interim improvement (placed at the I-70 eastbound exit ramp coming onto southbound Wadsworth)	Lay Flat Map Comment From Public Meeting #3	I-70 and Wadsworth
46	Anonymous		4/22/2015	Entries to the neighborhoods to the west look perfect. Thanks! (between I-70 and 44th)	Lay Flat Map Comment From Public Meeting #3	47th and Wadsworth

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47	Anonymous		4/22/2015	Might need traffic calming on 47th.	Lay Flat Map Comment From Public Meeting #3	47th and Wadsworth
48	Anonymous		4/22/2015	Garage here (pointing to property nearest the southwest corner of newly proposed signalized intersection).	Lay Flat Map Comment From Public Meeting #3	45th Place and Wadsworth
49	Anonymous		4/22/2015	Way too many traffic lights! – 45th and 47th	Lay Flat Map Comment From Public Meeting #3	45th Place and Wadsworth
50	Anonymous		4/22/2015	Double turn – good idea	Lay Flat Map Comment From Public Meeting #3	44th and Wadsworth
51	Anonymous		4/22/2015	Pedestrian movements should be timed to function with maximum traffic throughput. Pedestrian lights should not interrupt traffic flow.	Lay Flat Map Comment From Public Meeting #3	4300 Wadsworth
52	Anonymous		4/22/2015	How do recycle pick-up semis get back onto I-70?	Lay Flat Map Comment From Public Meeting #3	3 Acre Lane and Wadsworth
53	Anonymous		4/22/2015	Keep the traffic light here because of easier left-turn, or going straight ahead to Wardle.	Lay Flat Map Comment From Public Meeting #3	3 Acre Lane and Wadsworth
54	Anonymous		4/22/2015	With a traffic light on 41st, I feel sorry for all the school kids.	Lay Flat Map Comment From Public Meeting #3	41st and Wadsworth
55	Anonymous		4/22/2015	RTD needs a pullout on Wadsworth at LEAST! But would also be prudent to do so on 38th too. Lots of hazards with RTD at this corner.	Lay Flat Map Comment From Public Meeting #3	38th and Wadsworth
56	Anonymous		4/22/2015	Need RTD bus pullouts here please.	Lay Flat Map Comment From Public Meeting #3	38th and Wadsworth
57	Anonymous		4/22/2015	RTD buses need pullouts. Backs up traffic and creates accidents (additional lane won't alleviate this). – Another attendee wrote "Agreed!" on this post-it.	Lay Flat Map Comment From Public Meeting #3	38th and Wadsworth
58	Anonymous		4/22/2015	Future signal based on needs of development here (arrows pointing to vacant Go Ford parking lot west of Wadsworth).	Lay Flat Map Comment From Public Meeting #3	36th and Wadsworth
59	Anonymous		4/22/2015	Way too many lights!! – 35th, 36th, 39th, 41st.	Lay Flat Map Comment From Public Meeting #3	36th and Wadsworth