

Draft  
**Summary of Oral Testimony and Written Comments Received in Conjunction with the  
December 15, 2004 Public Hearing Regarding Draft of:**

***2030 Mountains and Plains Transportation Plan***

The following is a summary of the written and oral testimony received in conjunction with the public hearing held by the Denver Regional Council of Governments (DRCOG) Board of Directors on December 15, 2004. A complete set of written comments received is on file at the DRCOG office.

George Scheuernstuhl of DRCOG presented an overview of the draft plan document at the public hearing. Twelve written or oral testimonials or letters were received during the public review period between November 15, 2004 and December 17, 2004. A public meeting was held in Idaho Springs on December 9, 2004 to receive comments.

A summary of the public hearing and review period comments with staff responses follows below. The comments are separated into two categories:

**Clarifications and corrections to be made to the draft documents**

## *2030 Mountains and Plains Transportation Plan*

### **Clarifications and corrections to be made to the draft documents:**

- 1. Comment:** Please remove the reference to feasibility of joining RTD on page 16,  
**From:** Lynette Hailey, City Manager, Central City (written comments 12/10/04)  
**Staff Response:** Change document to reflect comment.  
**Proposed Text Change:** P. 16, 3<sup>rd</sup> paragraph: ~~Central City supports studying the possibility of joining RTD.~~
- 2. Comment:** Include Central City Parkway under Inventory of Existing Transportation System and in Appendix A,  
**From:** Lynette Hailey, City Manager, Central City (written comments 12/10/04)  
**Staff Response:** Add to Inventory of Existing Transportation System. Do not add to Appendix A as the roadways listed are supplemental to those inventoried on page 22  
**Proposed Text Change:** Add the following discussion on page 24 just after the fourth paragraph: The Central City Parkway serves as an alternative route to the gaming area. The 8.4- mile long roadway connects the Hidden Valley interchange at I-70 (Exit 243) to Central City. The roadway has two lanes that travel in each direction with 8-foot shoulders on both sides. The roadway width is 80-90 feet and the design speed is 30-55 mph.
- 3. Comment:** Update information on page 16 to reflect Central City's new comprehensive development plan  
**From:** Lynette Hailey, City Manager, Central City (written comments 12/10/04)  
**Staff Response:** Change document to reflect comment.  
**Proposed Text Change:** Replace second and third paragraphs on page 16 with the following text: The City of Central, Colorado Comprehensive Plan Update includes a vision to establish a year-round diverse economy and revenue base sufficient to enable Central City's public and private sectors to provide services and preserve and restore its nationally significant historic resources. Policies specific to transportation include:

  - A shuttle bus route should be continued and improved within the City and surrounding areas.
  - Non-residential traffic should be kept out of residential neighborhoods.
  - The City should encourage a pedestrian and bicycle pathway network, and provide the ability to walk, work, and shop while minimizing pedestrian auto conflicts.

- Emergency access requirements should be met in all transportation planning and implementation programs.<sup>1</sup>
4. **Comment:** On page 2, paragraph three, include the Central City Parkway as one of the major roads servicing the mountainous area.  
**From:** Jeanne Nicolson, Gilpin County Commissioner  
**Staff Response:** Change document to reflect comment.  
**Proposed Text Change:** Page 2, paragraph three: ... and SH-119 and Central City Parkway, which are the major access routes for the Gilpin County gaming area.
  
  5. **Comment:** In the Current Regional Studies and Planning Activities section on page 38, include a discussion on the Colorado Maglev Project as follows:  
Colorado Maglev Project  
The U.S. Department of Transportation, Federal Transit Administration, commissioned the Colorado Maglev Project, to study the feasibility of a high speed transit system in the I-70 mountain corridor. FTA recently determined that a cost effective, reliable, and environmentally sound system based on linear induction motors could feasibly be deployed in this corridor. The cost per mile for the deployed system including vehicles, stations, and support facilities is less than the costs per mile of adding two lanes only. The technology is deployable now. This type of advanced guideway system is the central component of the locally preferred alternative described by many of the mountainous communities.  
**From:** Joann Sorensen, Clear Creek County Commissioner  
**Staff Response:** Change document to reflect comment and keep in the style of the other studies described.  
**Proposed Text Change:** Insert the following paragraph:  
Colorado Maglev Project  
The U.S. Department of Transportation, Federal Transit Administration (FTA), commissioned the Colorado Maglev Project to study the feasibility of a high speed transit system in the I-70 mountain corridor from Denver International Airport to Eagle County Airport. The final report, completed in June 2004, stated that a cost effective, reliable, and environmentally sound system based on linear induction motors could feasibly be deployed in this corridor. This type of advanced guideway system is the central component of the alternative preferred by many of the mountainous communities.
  
  6. **Comment:** Page 14, Add rockfall mitigation to first bullet.  
**From:** Harry Dale, Clear Creek County Commissioner  
**Staff Response:** Change document to reflect comment.  
**Proposed Text Change:** Page 14, first bullet: I-70 improvements that emphasize safety, maintenance, and rockfall mitigation.

---

<sup>1</sup> City of Central, Colorado, Comprehensive Plan Update, 2003.

7. **Comment:** Page 90, Add bullet under Primary Goals/Objectives about maintaining the current highway to the highest possible safety standard.  
**From:** Harry Dale, Clear Creek County Commissioner  
**Staff Response:** Change document to reflect comment. (also applies to Appendix 1 of the 2030 MVRTP)  
**Proposed Text Change:** Add the following bullet under Primary Goals/Objectives:
  - Maintain the highway to the highest possible safety standard.
  
8. **Comment:** Increase the use of the railroad through Gilpin County as more than just the ski train. Should support this year round. Include a stop in Rollinsville.  
**From:** Don Harvey  
**Staff Response:** Add brief section to page 44 noting evaluation of Rollinsville stop.  
**Proposed Text Change:** Add the following sentence to page 44, Evaluate the demand and feasibility of adding a ski train stop in Rollinsville.
  
9. **Comment:** The Black Hawk Transportation Authority now serves both Black Hawk and Central City every 15-20 minutes.  
**From:** Philo Shelton, Black Hawk Public Works Director  
**Staff Response:** Change document to reflect comment.  
**Proposed Text Change:** Page 34, last paragraph: The Black Hawk Transportation Authority operates ~~the Black Hawk Tramway, a deviated~~ fixed-route transit service in both Black Hawk and Central City.
  
10. **Comment:** On page 37, mention Golden Gate Canyon State Park for trails.  
**From:** Philo Shelton, Black Hawk Public Works Director  
**Staff Response:** Change document to reflect comment.  
**Proposed Text Change:** Page 37, paragraph one: Bicyclists and hikers also utilize national forest lands in Clear Creek and Gilpin Counties as well as Golden Gate Canyon State Park for recreational bicycling and hiking.
  
11. **Comment:** Include discussion on Black Hawk’s recently updated Comprehensive Plan (November 2004).  
**From:** Philo Shelton, Black Hawk Public Works Director  
**Staff Response:** Change document to reflect comment.  
**Proposed Text Change:** Page 16:

~~Black Hawk envisions a community that builds upon its mining heritage, is conscious of its community culture and is mindful of its environment while developing a sustainable economic base as a destination resort. The city’s transportation goals include:~~

- ~~Supporting an efficient system of moving people around Black Hawk.~~
- ~~Restricting automobile traffic in the core area.~~
- ~~Upgrading the pedestrian and vehicular facilities for improved safety and flow.~~

~~The plan also calls for supporting alternative modes, such as transit and carpools, for visitors and residents. Another important issue is provision of parking facilities. Black Hawk supports improvement to SH 119 to accommodate gaming traffic, and the development of an overall access control plan for the highway. The city also supports the preservation of the northern portion of SH 119 as a Scenic Byway~~

~~The Black Hawk City Council is currently in the process of updating their comprehensive plan. The City Council is interested and making Black Hawk a greater destination resort.~~

The City of Black Hawk, Colorado Comprehensive Plan outlines principles, policies, and actions to be utilized by community leaders in implementing the 2025 vision for the community. These principles, policies, and actions are grouped into seven categories:

1. Economic sustainability and tourism,
2. Land use,
3. Transportation,
4. Utility infrastructure,
5. Services,
6. Natural resources/parks and open space/open lands, and
7. Community character.

There are four principles related to transportation. These include:

1. Expand the regional transportation system to alleviate pressures on SH119.
2. Upgrade and add to the existing pedestrian and vehicular circulation facilities for improved pedestrian and vehicular safety and traffic flow.
3. Manage the amount of automobile traffic in the core area.
4. Phase road construction and street improvements to minimize impacts on businesses and traffic flow.<sup>2</sup>

- 12. Comment:** Include discussion on Strasburg Plan  
**From:** Jeanne Shreve, Adams County Planning, Bryan Weimer, Arapahoe County Public Works, and Jeff Kullman, CDOT Region 1.  
**Staff Response:** Change document to reflect comment.  
**Proposed Text Change:** Insert the following paragraph on page 50:  
The Strasburg Plan was a coordinated effort between Adams and Arapahoe County and is in fact an amendment to both the counties comprehensive plans. The general goal in the plan is to maintain the small town, agricultural character of the community. The plan classifies Headlight Mile Road and Piggott Mile Road as major

---

<sup>2</sup> EDAW, Comprehensive Plan: City of Black Hawk, Colorado, November 2004.

arterials for north / south travel in eastern Adams County. The plan also includes 200-foot open space buffers between development and arterials within the planning area.<sup>3</sup>

The growth in Strasburg will have transportation effects on US-36. There will likely need to be operational improvements to US-36 as well as improvements dealing with parking, pedestrian, and vehicle conflicts as growth occurs in Strasburg. Specifically, residents would like to see sidewalks added on US-36 in town.

13. **Comment:** Include several project improvements occurring in eastern Arapahoe County  
**From:** Bryan Weimer, Arapahoe County Public Works  
**Staff Response:** Change document to reflect comment.  
**Proposed Text Change:** Insert the following paragraph on the bottom of page 74:  
Arapahoe County is currently using recycled asphalt to pave the following roadways:
- Kiowa-Bennett (Quincy/Airline - County Line), 2004.
  - Exmore Road (Byers - Richardson), 2003.
  - Exmore Road (Richardson - Knudtson), 2004.
  - Strasburg (6th Ave – Quincy), 2002.
  - 6th Ave (Manilla - Brick Center), 2001.
  - Brick Center (6th - HWY36), 2004.
14. **Comment:** Page 33 – Chain Law. Please change sentence.....CDOT must provide chain inspection stations at which trucks MAY ( not will) be inspected.  
**From:** Jeff Kullman, CDOT Region 1 Regional Transportation Director  
**Staff Response:** Change document to reflect comment.  
**Proposed Text Change:** Change text on page 33 to read, “CDOT must provide chain inspection stations at which trucks ~~will be~~ may be inspected.”
15. **Comment:** Page 42 - Rockfall Mitigation Response – Please respond with CDOT’s actions and programs related to rockfall mitigation.  
**From:** Jeff Kullman, CDOT Region 1 Regional Transportation Director  
**Staff Response:** Change document to reflect comment.  
**Proposed Text Change:** Insert the following text after the first paragraph of page 47:  
CDOT has a rockfall mitigation program that has benefited the I-70 Corridor, US-6 and SH-119. Recent activities include scaling, fencing, meshing, blasting and bolting projects. CDOT is currently conducting a Georgetown Incline Feasibility Study, which will be completed in early 2005. The study will present cost benefit ratios of rockfall safety improvements for Georgetown Hill. The five-year plan for CDOT’s Rockfall Mitigation Project Program has \$1.55 million dedicated to US 6 and SH 119 in fiscal year 2007.

---

<sup>3</sup> Adams County and Arapahoe County, Strasburg Plan, May 2002.

16. **Comment:** On page 43, the \$101M estimate here includes safety improvements on US-6 from I-70 to Golden. Please mention US 6 in Clear Creek Canyon in this section.  
**From:** Jeff Kullman, CDOT Region 1 Regional Transportation Director  
**Staff Response:** Change document to reflect comment.  
**Proposed Text Change:** Change text in paragraph under SH-119 to read: The total cost estimate is \$101 million, and includes safety improvements on US-6 from I-70 to Golden.
17. **Comment:** Page 43 – Please clarify that money allocated to SH-5 is Federal Lands Highway money subject to federal reauthorization.  
**From:** Jeff Kullman, CDOT Region 1 Regional Transportation Director  
**Staff Response:** Change document to reflect comment.  
**Proposed Text Change:** Change text in paragraph under SH-5, Mount Evans Road to read: Presently, the 2005-2010 STIP identifies \$1,700,000 of Federal Lands Highway funds for allocation to SH-5. These funds are subject to federal reauthorization.
18. **Comment:** Please add corridor vision sheet for rural plains roads to Appendix C.  
**From:** Jeff Kullman, CDOT Region 1 Regional Transportation Director  
**Staff Response:** Change document to reflect comment.  
**Proposed Text Change:** Insert corridor vision sheet for plains roads (attached) into Appendix C.
19. **Comment:** Please add a sentence or two describing the importance of the Kiowa Bennet Road.  
**From:** Jeff Kullman, CDOT Region 1 Regional Transportation Director  
**Staff Response:** Change document to reflect comment.  
**Proposed Text Change:** Move the current section describing Kiowa-Bennett Road/SH-79 from Appendix B to page 55: Kiowa-Bennett Road/SH-79 and CR 137 is a paved road with two lanes and runs north-south in Adams County through the town of Bennett. It intersects I-70 at the county line. The road is 22 feet to 24 feet in width with shoulders varying from two feet to six feet. Kiowa-Bennett Road extends south from the Adams County line through Arapahoe County as CR 137. It is a paved road for nine miles south of the county line. It is a gravel road for the remaining six miles to the southern county boundary. The right-of-way for Kiowa-Bennett in Arapahoe County is 60 feet. Land use on both sides of the road is primarily agricultural. As the road approaches Bennett, the area becomes more residential and borders the district school grounds. The speed limit on this road is 55 mph outside of Bennett. The ADT of Kiowa-Bennett Road/SH-79 ranges from 1,200

vehicles in Adams County to 1,400 vehicles in Arapahoe County. The traffic volume will increase significantly as future development occurs near the corridor.

- 20. Comment:** Page 90 – Corridor Vision for I-70. Please add maintaining Eisenhower Tunnel as a Primary Goal/Objective. This is consistent with Intermountain Plan and assures that ET is “in the plan”.
- From:** Jeff Kullman, CDOT Region 1 Regional Transportation Director
- Staff Response:** Change document to reflect comment.
- Proposed Text Change:** Add the following bullet on page 90 under Primary Goals / Objectives (also applies to Appendix 1 of the 2030 MVRTP):
- Maintain Eisenhower Tunnel.
- 21. Comment:** Page 27 and 44: Delete I-70 business route bridge crossing I-70 at 1.5 miles east of Junction 103. This bridge received a deck rehab in 2003 and no longer is in poor condition.
- From:** Ann Skinner, CDOT Region 1
- Staff Response:** Change document to reflect comment.
- Proposed Text Change:** Delete text about this bridge on page 27: ~~Clear Creek; I-70 Business Route; I-70; 1.5 miles east of Junction SH 103; 48~~ and on page 44:
- ~~I-70 Business Route crossing over I-70 at 1.5 miles east of Junction SH 103~~