

- Corridor Neighbor Meetings March 9 and 10, 2016: The project team hosted three information sessions on March 9 and 10 for business and property owners along US 85 who may be impacted by the improvements proposed between Highlands Ranch Parkway and C-470. The project team shared what was approved in the FEIS/ROD and the resulting changes in capacity and access along the corridor. Participants were provided an overview of the PEL alternatives but focused on nearer-term improvements to address capacity and safety improvements, including the proposed continuous flow intersection design and operation. Several hundred businesses and property owners were invited through mailed postcards and hand delivered flyers. Approximately 60 corridor neighbors attended these meetings.
- Highlands Ranch Community Association Presentation March 15, 2016. Like the corridor neighbor meetings, the project team shared what was approved in the FEIS/ROD and the resulting changes in capacity and access along the corridor. Association representatives were provided an overview of the PEL alternatives but focused on the proposed near-term continuous flow intersection design and operation. Approximately 100 representatives attended this meeting.
- Wolhurst Adult Community Presentation April 20, 2016: Members of the project team presented information about the PEL and adjacent NEPA study to residents of the Wolhurst Adult Community. Items discussed included congestion management, transit, access, pedestrian and bicycle safety, signal timing, and alternatives. Most of the conversation focused on the area north of C-470. Approximately 40 people attended.
- Highlands Ranch Metro District Board April 20, 2016: Members of the project team presented information about the PEL and associated NEPA reevaluation. Items discussed included congestion management, transit, access, pedestrian and bicycle safety, signal timing, and alternatives.
- Grace Presbyterian Church Access Meeting June 28, 2016: Members of the project team met with seven Grace Presbyterian Church senior leaders, facility managers, and architect to discuss property access. The existing church access would be compromised by the configuration of the medians near Highlands Ranch Parkway so the project team proposed to provide a new roadway on the north end of the Church property as the consolidated access for the Church and Spring Gulch Equestrian Facility.
- Email Updates: Several times throughout the process the project team sent project updates via email to interested stakeholders. The list was first populated with about 40 CSG members but as additional people provided comment through the website or other meeting venues, the list of recipients grew steadily to several hundred people. An email update is expected to be sent to announce the final publication of this PEL study report once it is finalized.

### 5.3 Public Meetings



Two public meetings were held at Valley View Christian Church in Littleton, Colorado. The format of these meetings included an overview presentation and a series of maps and information boards. Project team members attended to explain the information and answer questions. Materials were also posted the project website for comment through two concurrent on-line public meetings. Outreach for the public meetings included:

- Updates to the project website
- Public meeting notice
- A postcard invitation to the second open house was sent to 5,500 addresses to property and business owners within about ¼ mile of the US 85 Corridor study area.
- Social media updates through Douglas County’s Facebook and Twitter pages
- Email blasts to participating CSG members, CDOT’s “govdelivery” system and Douglas County’s email contacts provided by their public information officer, Wendy Holmes.
- Notices of the meeting were posted on the Denver Post’s “Your Hub” website, Nextdoor, and the Douglas County newsroom page.



Photo 5-1. Open house Twitter invite  
Source: HDR

The details of these events and other supporting outreach efforts are presented at the conclusion of this section.

### 5.3.1 On-line and Traditional Open House 1 (November 19, 2015)

The first traditional open house was held on November 19, 2015. It was attended by 28 people. The primary purpose of the meeting was to discuss the project background, environmental clearance process, and alternatives screening process and considerations. Participants were invited to comment through in-person Question and Answer, over the phone, or through the online open house. Comments raised during the traditional open house included concerns related to adding or adjusting signs and signals along the roadway, congestion around Titan Parkway, and intersection safety.

Ninety-one comments were received through the first on-line open house, which was held from November 19 – December 18, 2015. The on-line open house included all materials presented at the traditional open house, as well as a survey and interactive comment mapping tool. Specific concerns raised online included the addition of bike paths into the area, traffic flow on Titan Parkway, and Roxborough Park access to US 85.

Based on information from responses to a survey given during the on-line public meeting and an accounting of questions on comments verbalized during the traditional public meeting, safety was the most important factor respondents identified. This was followed by traffic, accessibility, air quality, environmental impacts, corridor aesthetics, economic impacts, and transit/bicycle/pedestrian options. On-line queries that included contact information and face-to-face comments were responded to directly by project team members through email, over the phone, and in person. The project team scheduled additional meetings with neighborhood

associations and businesses following the first open house to garner more feedback from the corridor property owners.

### 5.3.2 Online and Traditional Open House 2 (April 7, 2016)

The second traditional open house was held on April 7, 2016. It was attended by 66 people. A narrowed scope of project alternatives was presented at this meeting and online, as well as the Level 2 and 3 screening results. Participants were encouraged to comment through an in-person Question and Answer session, comment forms, and sticky note comments placed on public meeting boards. Concerns raised during the traditional open house included project funding, Grace Presbyterian Church access, and right-of-way acquisition needed for the PEL study alternatives.

The second open house's companion online public meeting was held from March 25, 2016, to April 15, 2016. One hundred seventeen people participated in the online open house. Participants were encouraged to comment using the website's interactive online mapping comment tool and the "Contact us" page. Sixty-four comments were received. Specific comments frequently raised included concerns related to turning movements into and out of Chatfield Estates, congestion around the Titan Parkway intersection, and the idea that reconstruction from asphalt to concrete would create a louder roadway.

Primary concerns identified through project comments from the online public meeting included noise impacts (including a desire for mitigation), intersection safety, and property access.

### 5.3.3 Summary of Comments Received

Nearly 1,000 people participated in the public meetings, stakeholder presentations, and the interactive website. In addition to the questions asked in live settings, several hundred comments were submitted. The primary issues of concern that were raised by participants in the various meetings and other outreach efforts included:

- **Traffic and Congestion.** One frequent comment was the concern about traffic congestion. Several commenters noted the increase in congestion near C-470. Others commented on how traffic throughout the corridor would increase as new homeowners continue to move into the corridor. One online meeting participant noted "Several homes are being added over the next 20 years. I don't believe 85 can handle the capacity. A discussion about sustainable growth would be nice."
- **Noise Impacts and Mitigation.** The majority of written comments at the April 2016 public meeting noted noise impacts and a desire for noise mitigation as a primary concern in the project area. Of those who commented on the desire for noise mitigation in the project area, many mentioned that reconstruction from asphalt to concrete would create a louder roadway. They also mentioned that expansion and additional traffic would bring more noise to neighborhoods bordering US 85. Property value decline as a result of noise levels on US 85 was also frequently mentioned in noise mitigation comments.
- **Intersection Safety.** Another comment trend was the idea of intersection safety. Participants raised concerns related to the need for additional wildlife crossing signs and additional traffic control in the area near Murdock's at Highlands Ranch Parkway. One online meeting participant noted "To improve safety today on Santa Fe Dr. eliminate all of the left turns onto and off of Santa Fe Between Mineral and Titan Road." A few commenters specifically mentioned the continuous flow intersections presented at the

U85 open house. One commenter suggested that the continuous flow intersections at Highlands Ranch Parkway and Town Center Drive do not seem to flow continuously and suggested that another approach would be to design those areas similar to the Santa Fe/Bellevue interchange. Another commenter noted “there are a couple of things you can do to make it (the continuous flow intersection) more effective: 1) incorporate higher barriers so that you don't realize you are traveling in a weird flow between 2 lanes of traffic and 2) cutting an underpass from south bound US 85 to the other side of the north bound of US 85.”

- **Property Access.** Commenters online and in person noted property access issues along the roadway. Specific areas to be addressed were business and church access from C-470 to Highlands Ranch, and northbound Santa Fe to west bound C-470. Several commenters suggested that additional traffic from new housing developments will aggravate the already difficult access points.

Comments received with contact information were responded to directly by project team members through email, over the phone, and in person. The project team also posted a meeting materials and other documents and videos on the project website to provide clarification to frequently asked questions.

## 5.4 Other Outreach Methods

### 5.4.1 Website

Project updates and materials were regularly posted on the US 85 Corridor Improvements website at: <http://us85douglascounty.com/>. Members of the public could find Corridor Stakeholder Group meeting minutes, presentation materials, and a regularly updated log of public outreach activities on the website. Throughout the study, members of the public were encouraged to comment on the study and ask questions through the site’s “contact us” form or through the site’s interactive mapping tool. Public comments through the website were responded to directly by members of the project team.

### 5.4.2 Impacted Property Owner Mailing

In July 2015, letters were mailed to several property owners along the corridor advising them that the consultants hired by Douglas County would be conducting land and environmental surveys of the study area. The letters included a request for “Permission to Enter” certain properties to complete these surveys. The letters and forms were mailed July 15, 2015. The initial site inspection and survey work were completed in September 2015.

## 5.5 Summary of Activities

This table provides a chronological summary of outreach activities for the study.

**Table 5-1. Outreach Activities**

Month	Activity
July 2015	15—Property owner letter
August 2015	28— CDOT Spec Unit Scoping
September 2015	2—Water Quality Coordination Meeting