



# East County Line Road / Weld County Road 1

## Public Involvement Report

**March 2021**



**East County Line Road**  
Master Plan

# Public Involvement Report

## PURPOSE OF THE REPORT

The purpose of this report is to summarize the public involvement outreach efforts to-date, as well as provide a comprehensive overview of the public feedback received between May and June 2019 and again between December 2020 and January 2021. The project team implemented several public involvement techniques to facilitate direct and web-based interaction with citizens to discuss their issues, concerns and ideas related to the East County Line Road Corridor extending from the City of Longmont, through Boulder County, to the City of Erie. Public participation is essential in evaluating and developing possible improvements.

## SUMMARY OF PUBLIC INVOLVEMENT ACTIVITIES

Representatives from Boulder County, Weld County, City of Longmont, Town of Erie and J-U-B Engineers/The Langdon Group (JUB/TLG) employed a comprehensive public outreach strategy to evaluate the needs, issues and opportunities along East County Line Road. Multiple methods were used to notify stakeholders about the project and invite them to participate in the process.

The first public comment period, held from May 3 to June 30, 2019, focused on existing conditions, concerns and ideas. Using the collected data, a series of recommended project improvements were developed. The proposed project recommendations were then used to guide the second round of public comments, collected by virtual open house and online interactive map between December 9, 2020 and January 8, 2021. Below is an overview of public involvement and outreach activities that occurred through the two public comment periods.

### *Outreach Efforts Prior to Open House Events*

Information and project details were posted on Boulder County's website including a link to the 3P Visual map, which allowed stakeholders to provide comments about the project area during the comment period.

### *Online Interactive Map – 3P Visual*

On May 3, 2019, the online comment tool, 3P Visual, was launched. The 3P Visual tool is an interactive comment map that allows users to click on a specific location and provide a comment on that location. The initial 3P visual map provided community members the opportunity to identify areas of concern along the existing corridor.

Using the proposed project recommendations, a second 3P Visual was developed and launched on December 9, 2020. The interactive map presented project recommendations along the corridor and if clicked on, provided community members with additional information on each of the projects and an opportunity to leave comments. The comment period closed on January 8, 2021. The second round of online public input received 87 comments.

The Boulder County and JUB/TLG project team worked together to identify a comprehensive list of stakeholders (including property and business owners along the corridor) with potential interest in participating in the plan update. These stakeholders were then informed of project activities through fliers, mailed postcards, website postings, e-mails, social media posts, a press release, and local media. Letters were also mailed to property owners along the corridor limits.

### *Public Open House*

On May 16, 2019, a public open house was held to visit with the public and collect feedback about East County Line Road. The project team replicated 3P Visual by providing maps, stickers and flipcharts so participants could add their comments directly to the location of concern within the study area. Display maps were broken down by corridor segments and project staff were on hand to answer questions and have discussions about the corridor.



Valuable insights were gathered about corridor issues and recommended improvements.

Attendees were provided with five numbered sticker dots to place on the general comment maps. Attendees then placed the numbered stickers on the comment maps and wrote the corresponding number and comment on a flip chart next to the map. Attendees were also given the opportunity to provide input on comment forms.

- 62 meeting attendees
- 78 comments received at the open house
- 102 online comments received during comment period

### *Virtual Open Houses*

Four virtual public open houses were held in December and January 2021 to present and solicit feedback on the proposed project recommendations to the public. On December 15, 16 and 17, 2020 virtual open houses were held each for the Longmont, Boulder/Weld Counties and Erie segments of the corridor. A fourth open house was held on January 20, 2021 focused on the proposed recommendations for Weld County Road (WCR) 16.5 intersection. The virtual open houses included a map and diagram-based presentation on the proposed recommendations, an interactive discussion, and question and answer session with community members.

Virtual Open House attendance

- Erie Segment – 33
- Boulder/ Weld County segment – 28
- Longmont segment – 42
- WCR 16.5 intersection – 17

### 3P VISUAL COMMENT SUMMARY AND ANALYSIS

#### Overall Comment Breakdown

Comment Source	Number of Comments	Percent Total
Online Interactive Map	102	57%
Open House	78	43%
<b>TOTAL</b>	<b>180</b>	<b>100%</b>

#### Comment Breakdown by Category

All comments received in the first round of public input were separated into four categories: access, safety, congestion, bike/pedestrian, or other. Comments were further analyzed to specify which segments received the most comments in the project area and the issues associated with those geographical locations. In addition, comments were analyzed to determine top priorities/improvements for high comment geographical locations. The table below identifies the segments, priorities, and issues/improvements identified by the public.

Comment Category	Number of Comments	Percent Total
Access	13	7%
Safety	72	40%
Congestion	30	17%
Bike/Pedestrian	20	11%
Other	45	25%
<b>TOTAL</b>	<b>180</b>	<b>100%</b>

#### Comment Breakdown by Project

Poll results were collected from attendees at the virtual open house events and participants using the online interactive map. For each proposed recommendation, both groups were asked: Are you comfortable with the proposed project recommendations in this segment? For Weld County Road 16.5 (C8), participants were instead asked: Are you comfortable with exploring the roundabout option for 16.5 (C8)? The four response choices for both questions were: 1) Yes – Comfortable, 2) Yes – Somewhat comfortable, 3) No – I have concerns, and 4) I need more information. The table below identifies the projects and the responses collected from attendees at the virtual open house.

Project	Yes – Comfortable	Yes – Somewhat comfortable	No – I have concerns	I need more information
(L1) Ute/Highway 66	14	4		
(L3) 17th Ave Intersection	9		2	1

Project	Yes – Comfortable	Yes – Somewhat comfortable	No – I have concerns	I need more information
(L6) Great Western/Zlaten Dr to Vrain Creek		4		
(C3) Dry Creek Bridge	4	6		1
(C4) Pike Road/Weld County Road 20.5	6	4		1
(C6) Oxford Road	3	4	2	1
(C8) Weld County Road 16.5 Roundabout	5	3	1	1
(C10) Niwot Road	8	2	1	
(C12) Boulder Creek Bridge	7	3	1	
(C13) Mineral Ridge/Highway 52	6	2		
(E3) Kenosha Road/Weld County Road 10.5	7	1	3	
(E4) ECLR/WCR Bridge over Coal Creek	8	1	1	2
(E6) Jay Road/Cheesman Street	6	4	2	1

### Comment Breakdown by Segment

Using the same poll results collected from attendees at the virtual open house events and participants using the online interactive map, responses were separated by corridor segment and further analyzed to identify how comfortable participants are with the recommended improvements. In the online open houses, participants' concerns were discussed and clarified.

	City of Longmont	Boulder County	Town of Erie	Percent Total
Yes – Comfortable	35	44	27	46%
Yes – Somewhat comfortable	17	25	6	21%
No – I have concerns	29	21	17	29%
I need more information	1	4	3	4%
<b>TOTAL</b>	<b>82</b>	<b>94</b>	<b>53</b>	<b>100%</b>

	<b>1</b> <b>City of Longmont Area</b> <i>(49 comments)</i>	<b>2</b> <b>Boulder/Weld County Area</b> <i>(85 comments)</i>	<b>3</b> <b>Town of Erie Area</b> <i>(46 comments)</i>
<b>Priorities*</b>	<ul style="list-style-type: none"> <li>• Congestion</li> <li>• Bike/Pedestrian</li> <li>• Right-of-way</li> </ul>	<ul style="list-style-type: none"> <li>• Safety</li> <li>• Congestion</li> </ul>	<ul style="list-style-type: none"> <li>• Safety</li> <li>• Access</li> </ul>
<b>Issues/Improvements</b>	<ul style="list-style-type: none"> <li>• Add turn lanes at the following locations: <ul style="list-style-type: none"> <li>○ E Ken Pratt Blvd.</li> <li>○ Zlaten Drive</li> <li>○ Highway 26</li> </ul> </li> <li>• Increase number of lanes at the following locations: <ul style="list-style-type: none"> <li>○ E 9<sup>th</sup> Avenue – SH 66</li> <li>○ Near the intersection of E 17<sup>th</sup> Avenue</li> </ul> </li> <li>• Protected bike lanes along corridor and around Spring Gulch Trail</li> <li>• Install traffic signals or roundabouts at the following locations: <ul style="list-style-type: none"> <li>○ Highway 56</li> <li>○ E 17<sup>th</sup> Avenue</li> <li>○ E 9<sup>th</sup> Avenue</li> </ul> </li> </ul> <p>Keep current ROW and do not encroach on property lines from SH 66 – WCR 28</p>	<ul style="list-style-type: none"> <li>• Implement no passing zones</li> <li>• Protected bike lanes throughout the corridor</li> <li>• Poor visibility at the following intersections: <ul style="list-style-type: none"> <li>○ Oxford Road</li> <li>○ WCR 16.5</li> <li>○ Nimot Road</li> </ul> </li> <li>• Install traffic signals at the following locations: <ul style="list-style-type: none"> <li>○ Oxford Road/WRC 18</li> <li>○ SH 52</li> </ul> </li> <li>• Add turn lanes at the following locations: <ul style="list-style-type: none"> <li>○ Oxford Road</li> <li>○ WCR 20.5</li> </ul> </li> </ul> <p>Right turn lane on SH 52 and Mineral Road</p>	<ul style="list-style-type: none"> <li>• Protected bikes lanes throughout the corridor</li> <li>• Add turn lanes at the following locations: <ul style="list-style-type: none"> <li>○ SH 52</li> <li>○ Buffalo Road</li> <li>○ Westview Road</li> <li>○ Kenosha Road</li> <li>○ CR 101.5</li> <li>○ Bixler Road</li> </ul> </li> </ul> <p>Evans Street</p>

\*Priorities are listed in order of importance based on number of comments in that category.

### General Analysis

- **Most Comments** - Segment 2 (Boulder/Weld County) generated the most comments. The most comments were located in the Boulder/Weld County segment between WCR 18 and WCR 16.5. Many of these comments were regarding lack of visibility, and the need to add turn lanes and install traffic signals within that section of the corridor.
- **Top Priority/Category** - Safety was the most categorized comment, followed by Congestion and Bike/Pedestrian concerns. Many safety concerns included an element of bike/pedestrian issues as it was expressed that protected bike lanes should be implemented throughout the corridor.

### TOP FIVE THEMES/CONCERNS

Public Comment Priority List	
1.	Vehicle Safety
2.	Bicycle and Pedestrian Safety
3	Congestion
4.	Traffic Flow/Adding Turn Lanes
5.	Adding Traffic Signals

### ATTACHMENTS

- Public Comment Maps
  - Density of 3P Visual Comments
  - All Public Comments
  - Access
  - Safety
  - Congestion
  - Bike/Pedestrian
  - Other
- Study Area Comments
  - Map book
  - 3P Visual Comment Matrix

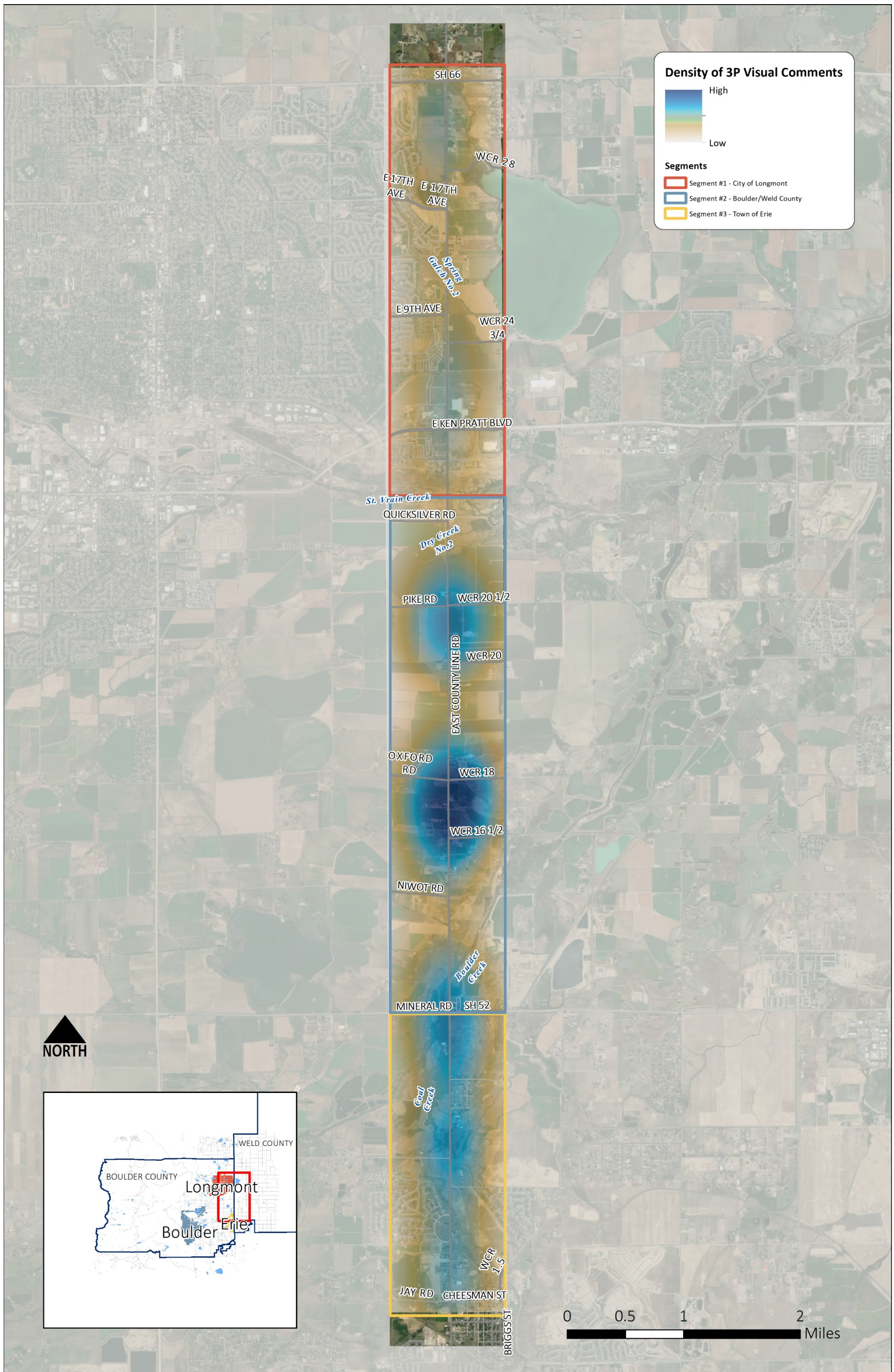
# Public Comment Maps

May 2019



**East County Line Road**  
Master Plan



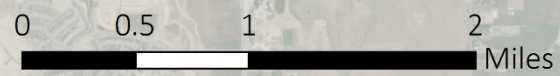
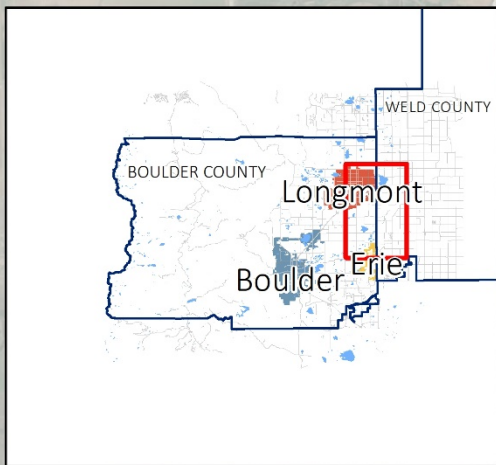


**Density of 3P Visual Comments**

High  
Low

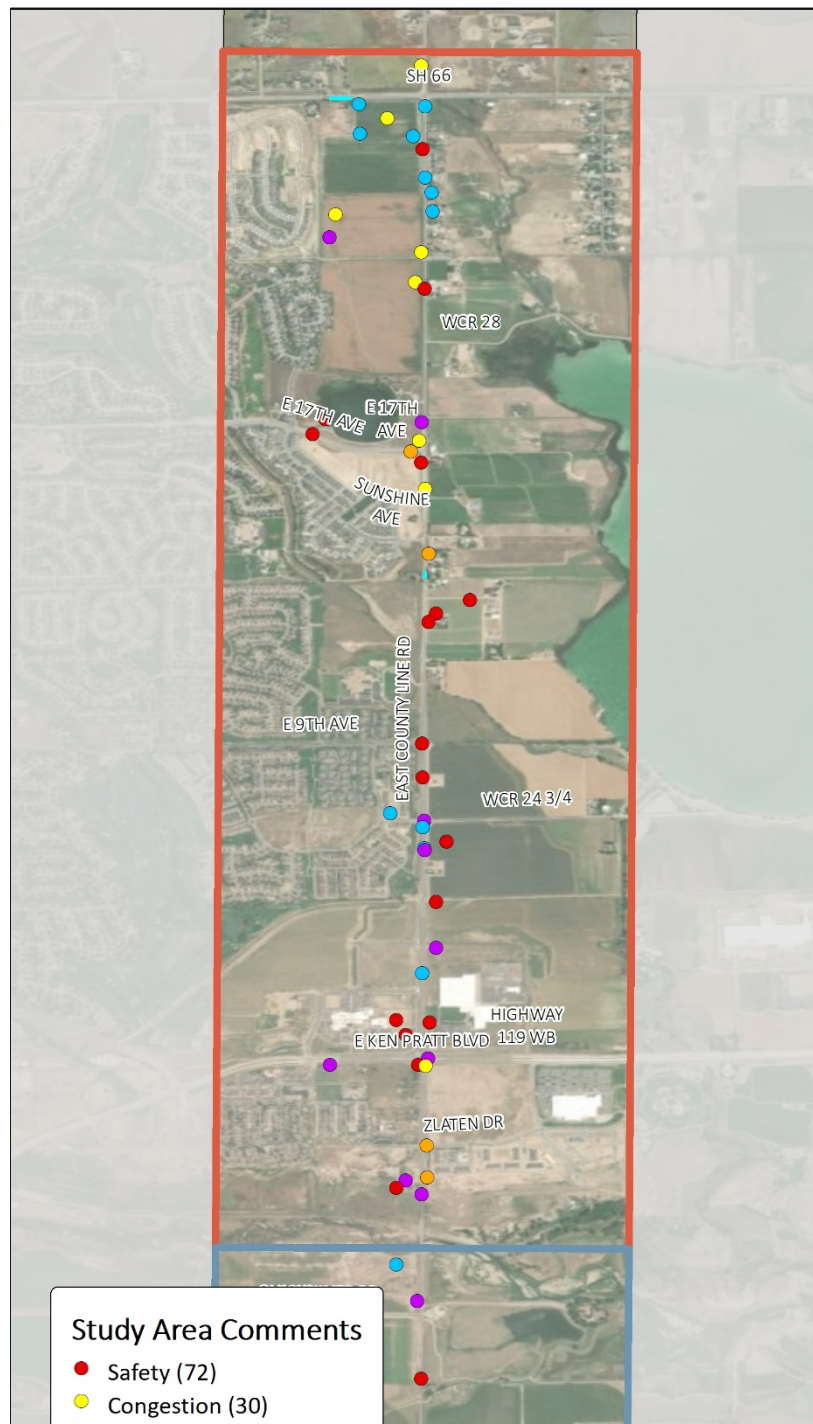
**Segments**

- Segment #1 - City of Longmont
- Segment #2 - Boulder/Weld County
- Segment #3 - Town of Erie



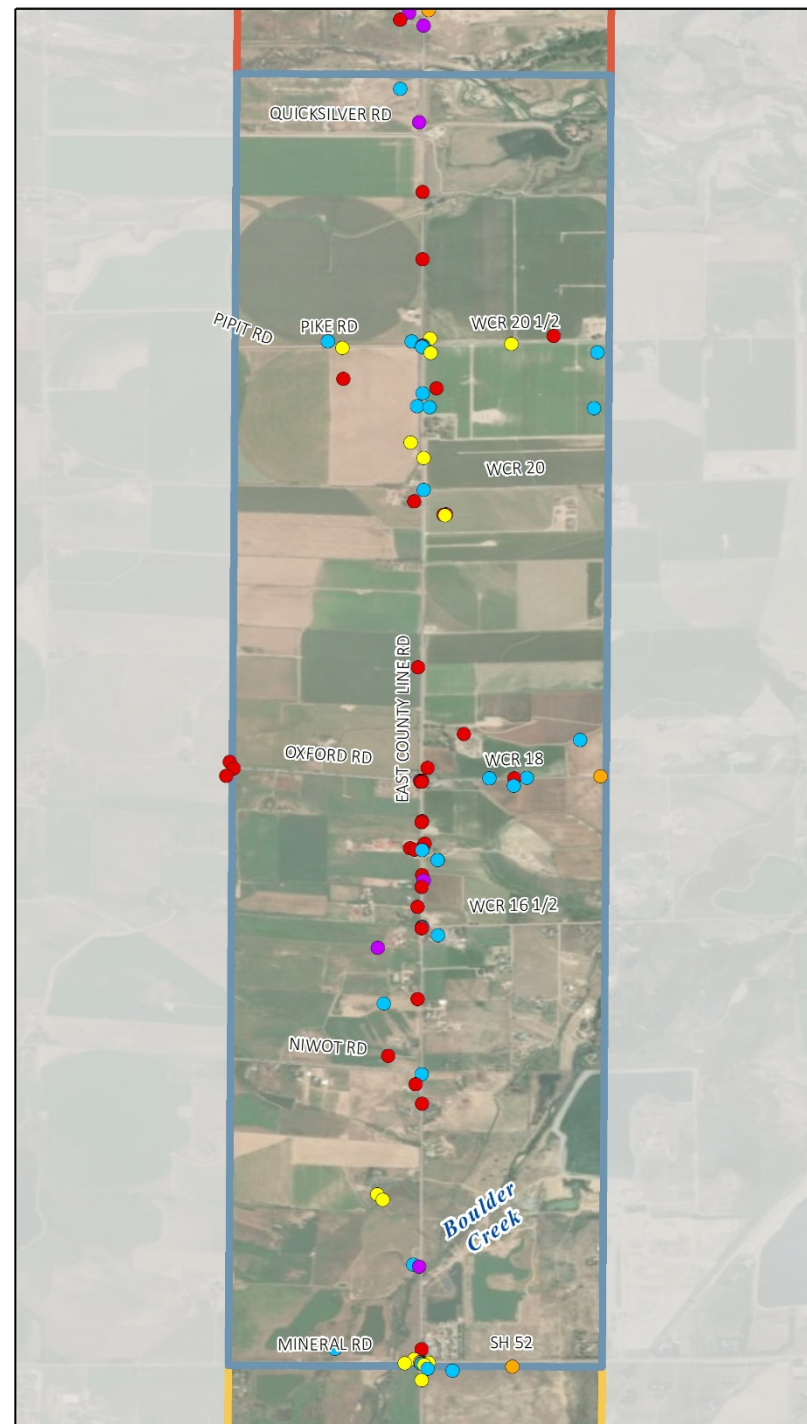
49 Comments

SEGMENT #1 - CITY OF LONGMONT



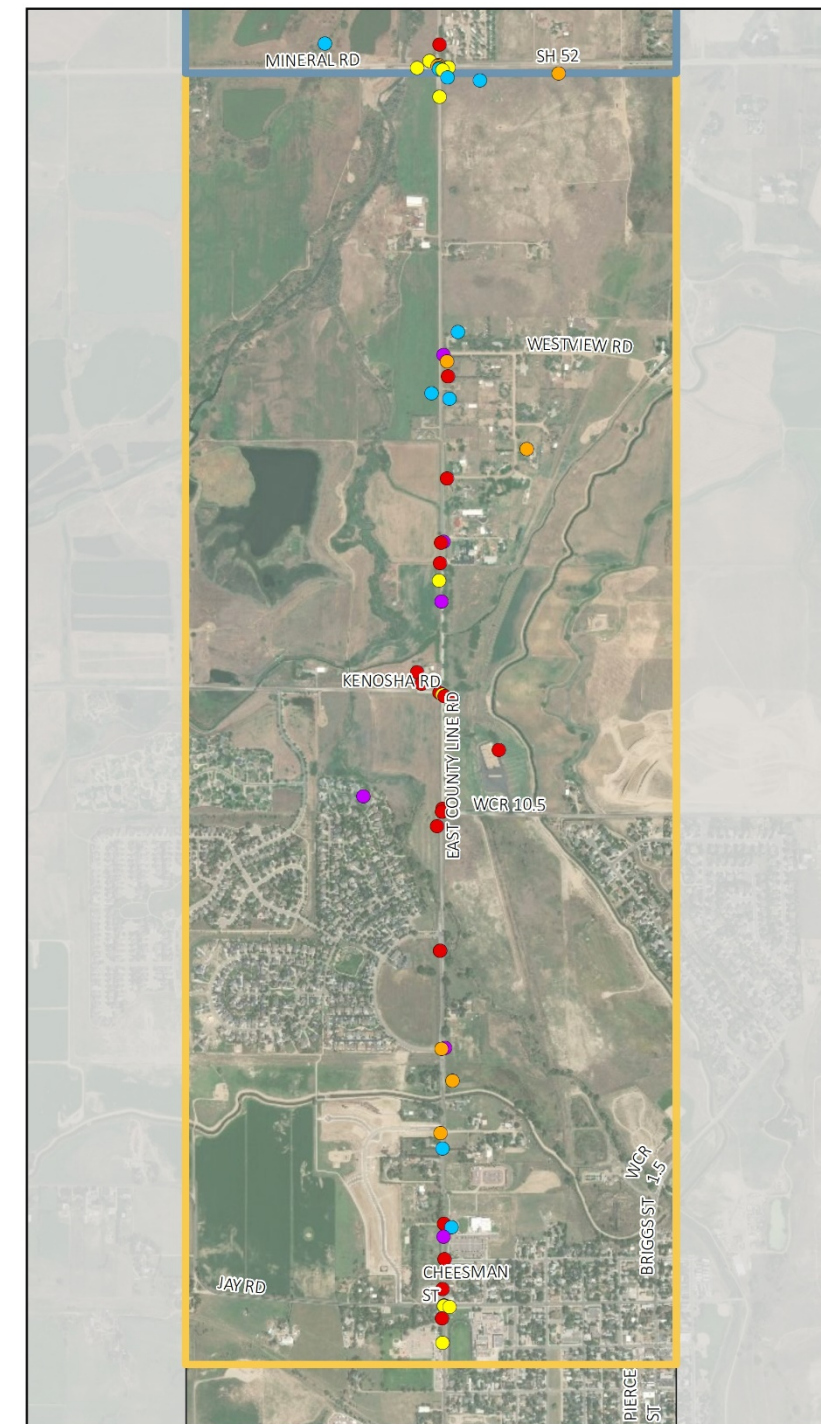
85 Comments

SEGMENT #2 - BOULDER/WELD COUNTY

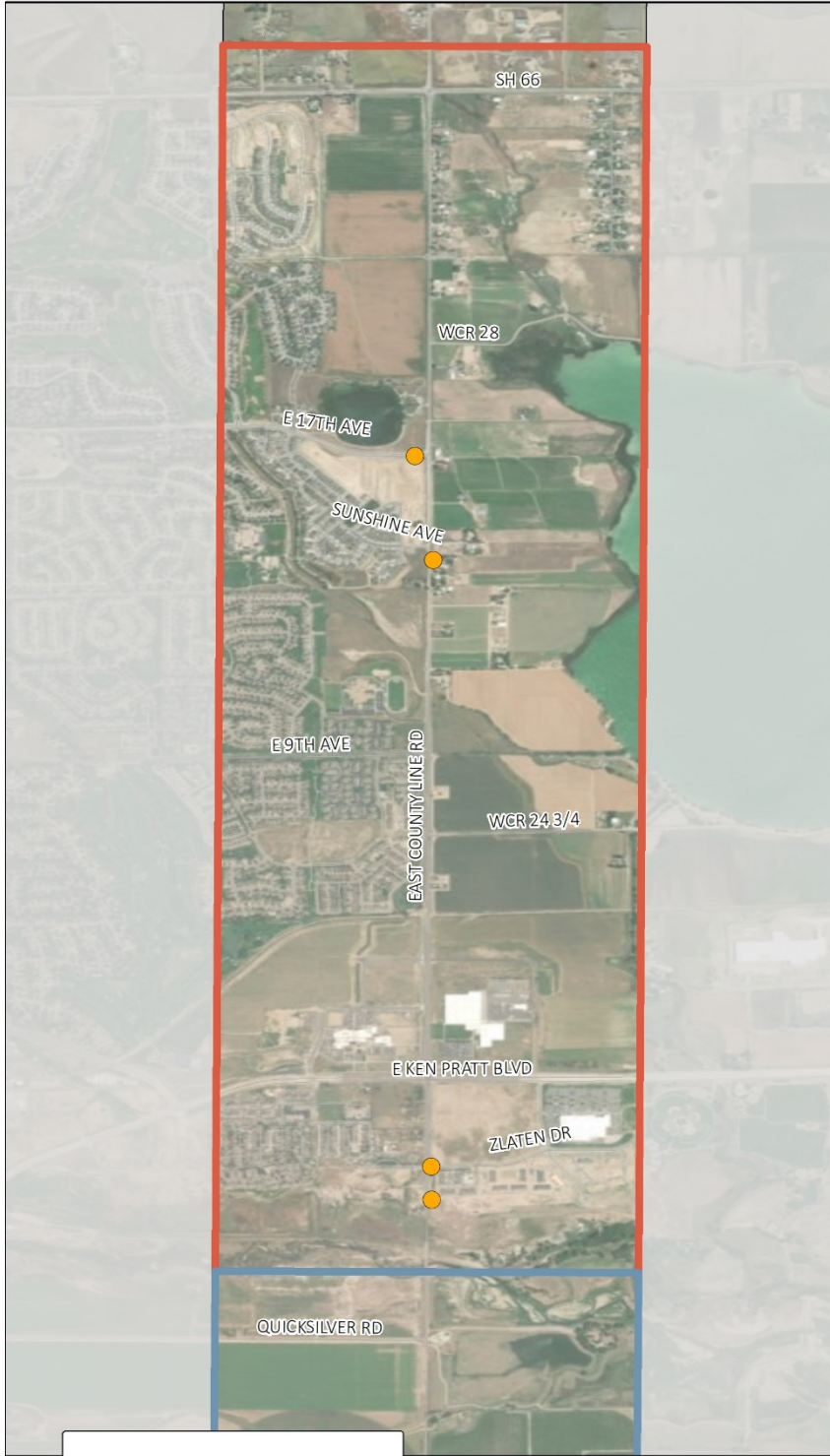


46 Comments

SEGMENT #3 - TOWN OF ERIE



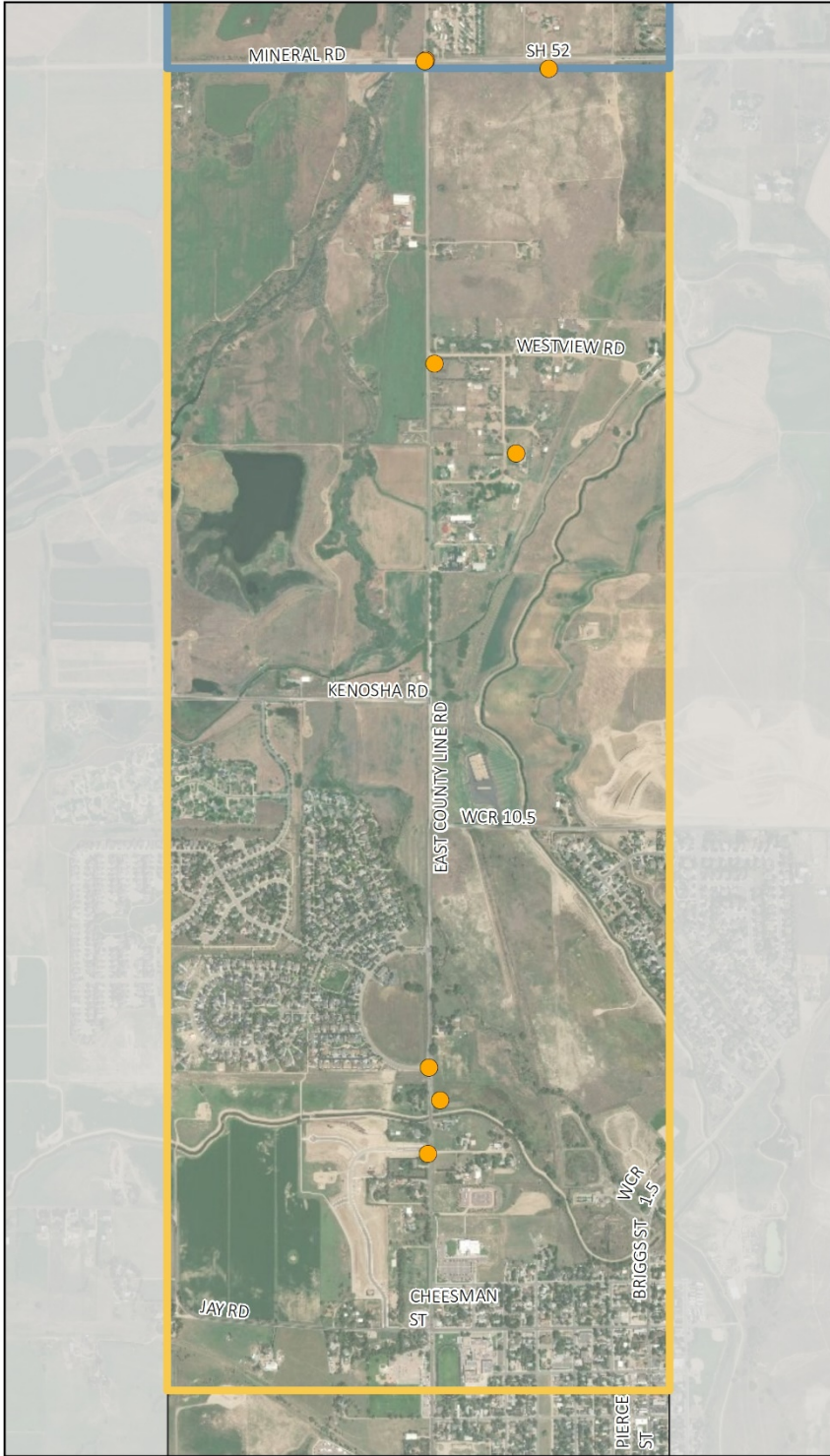
**SEGMENT #1 - CITY OF LONGMONT**



**SEGMENT #2 - BOULDER/WELD COUNTY**



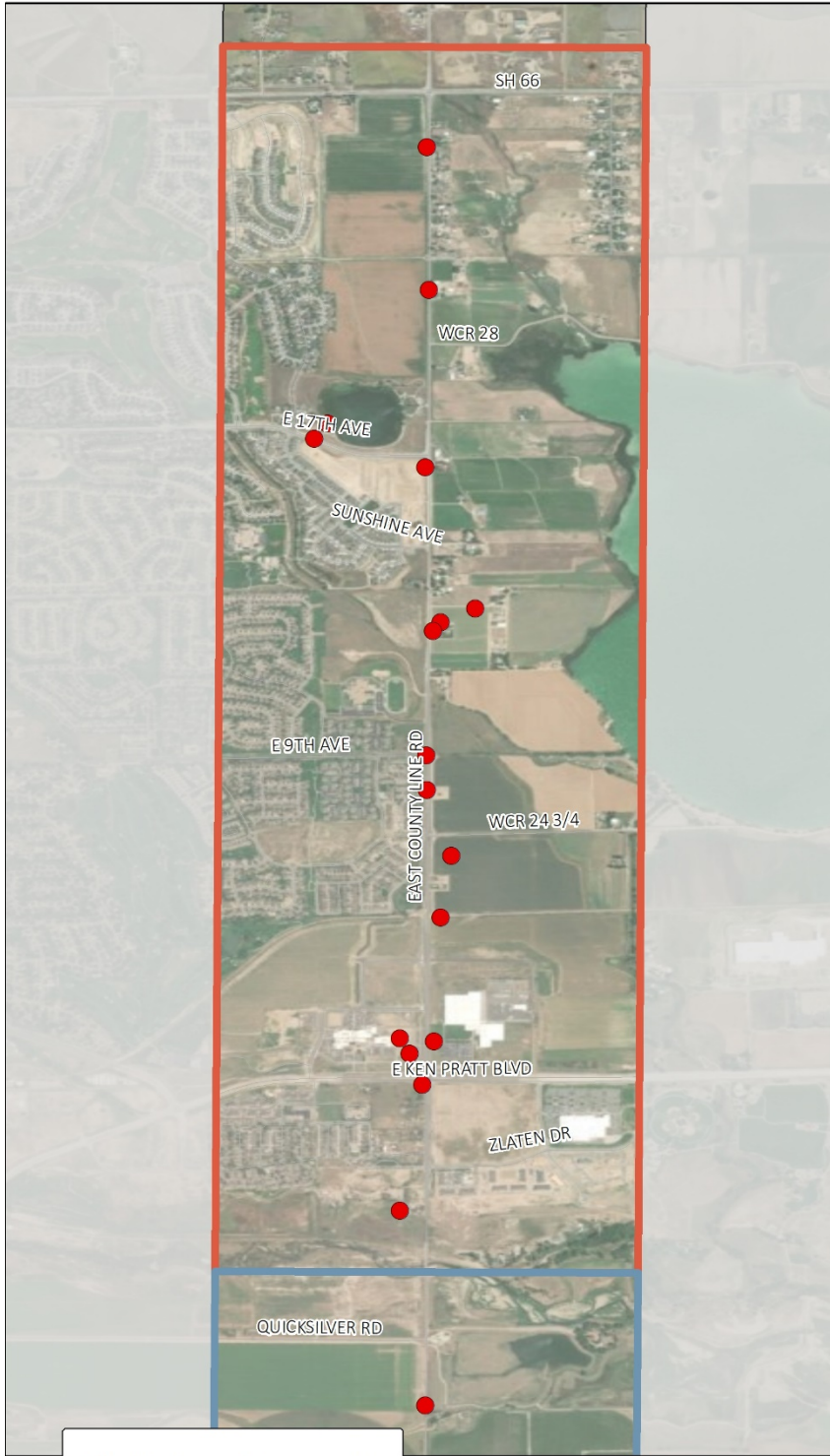
**SEGMENT #3 - TOWN OF ERIE**



**Study Area Comments**  
 ● Access (13)

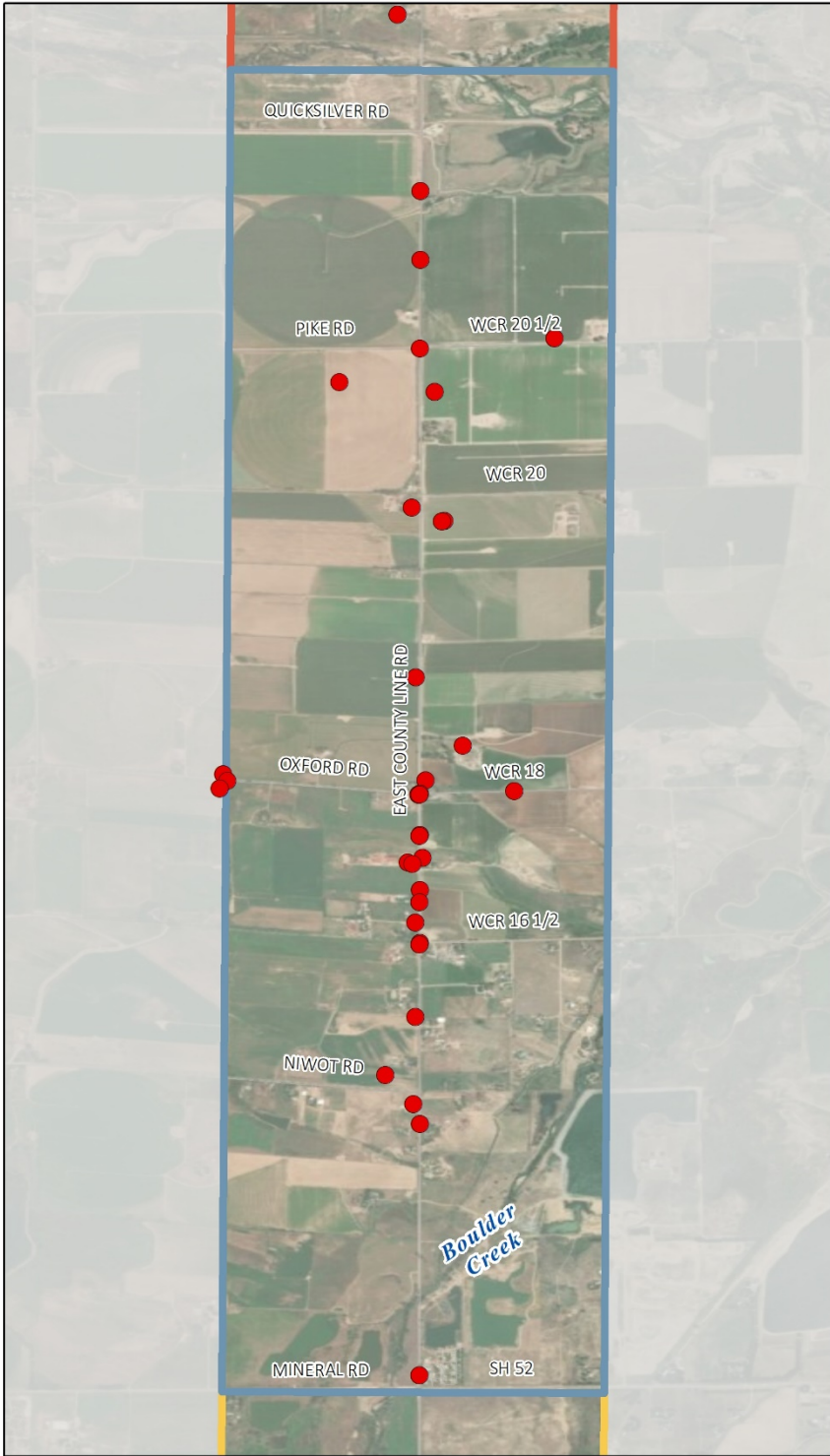


**SEGMENT #1 - CITY OF LONGMONT**

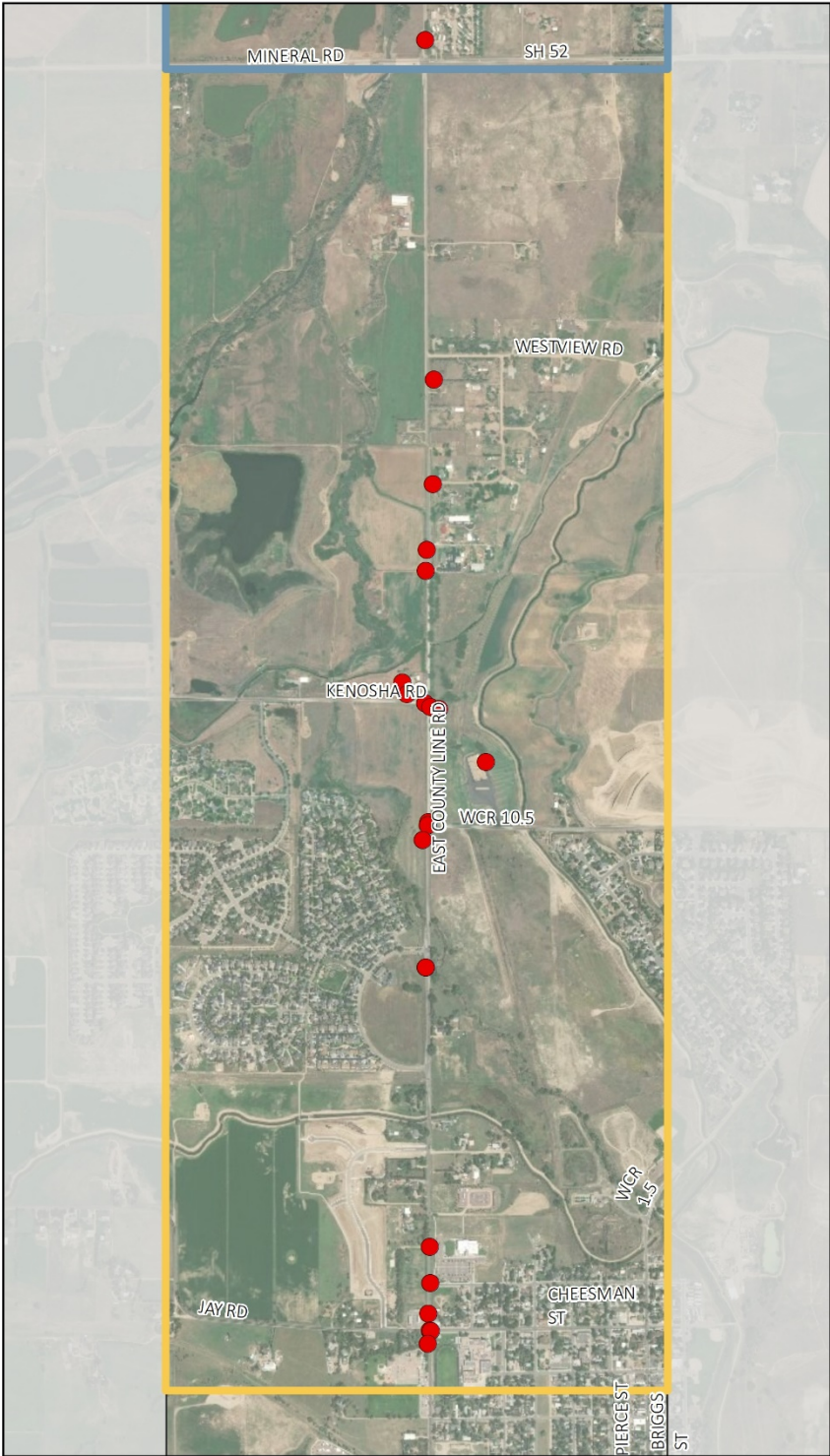


**Study Area Comments**  
 ● Safety (72)

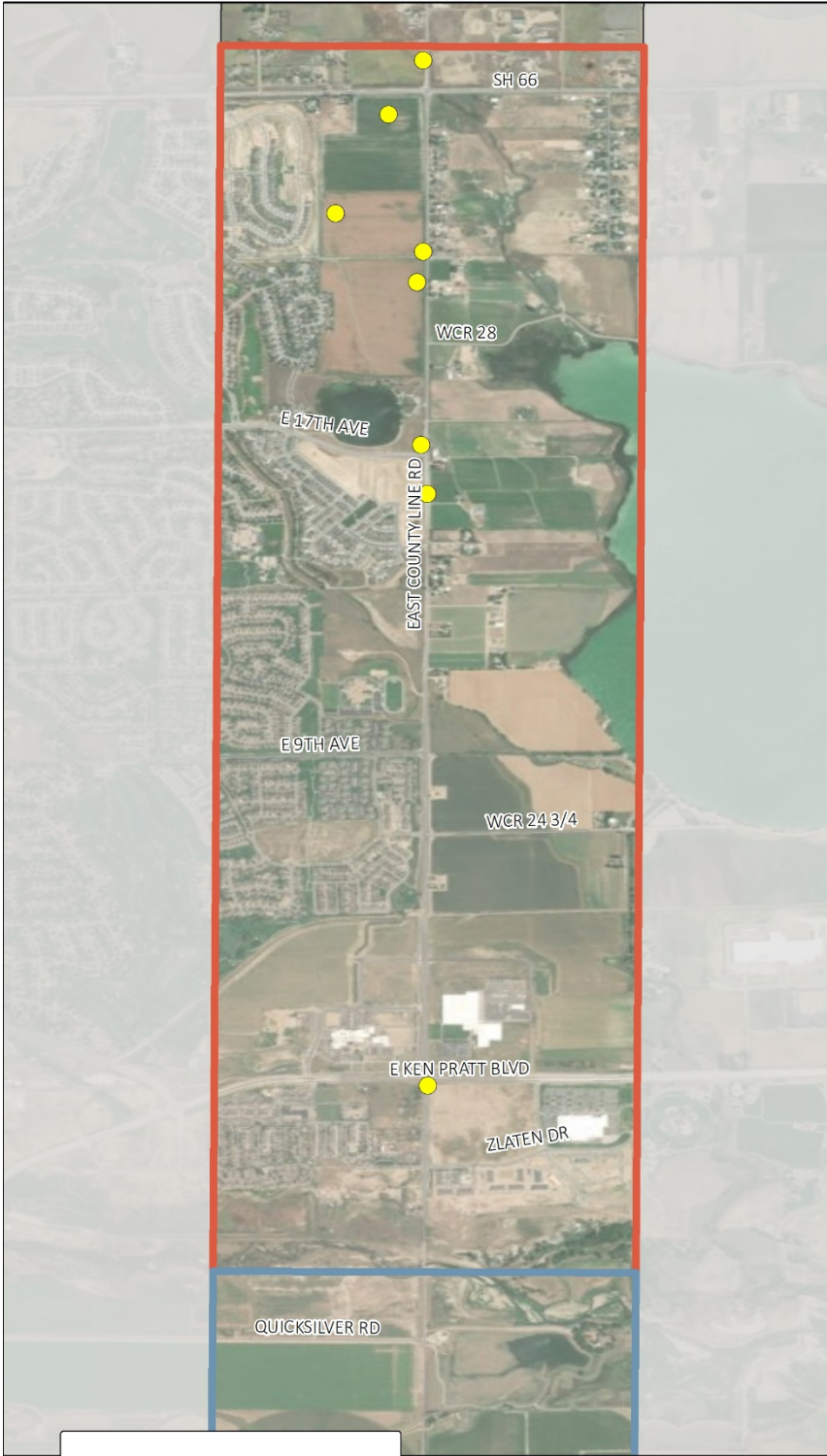
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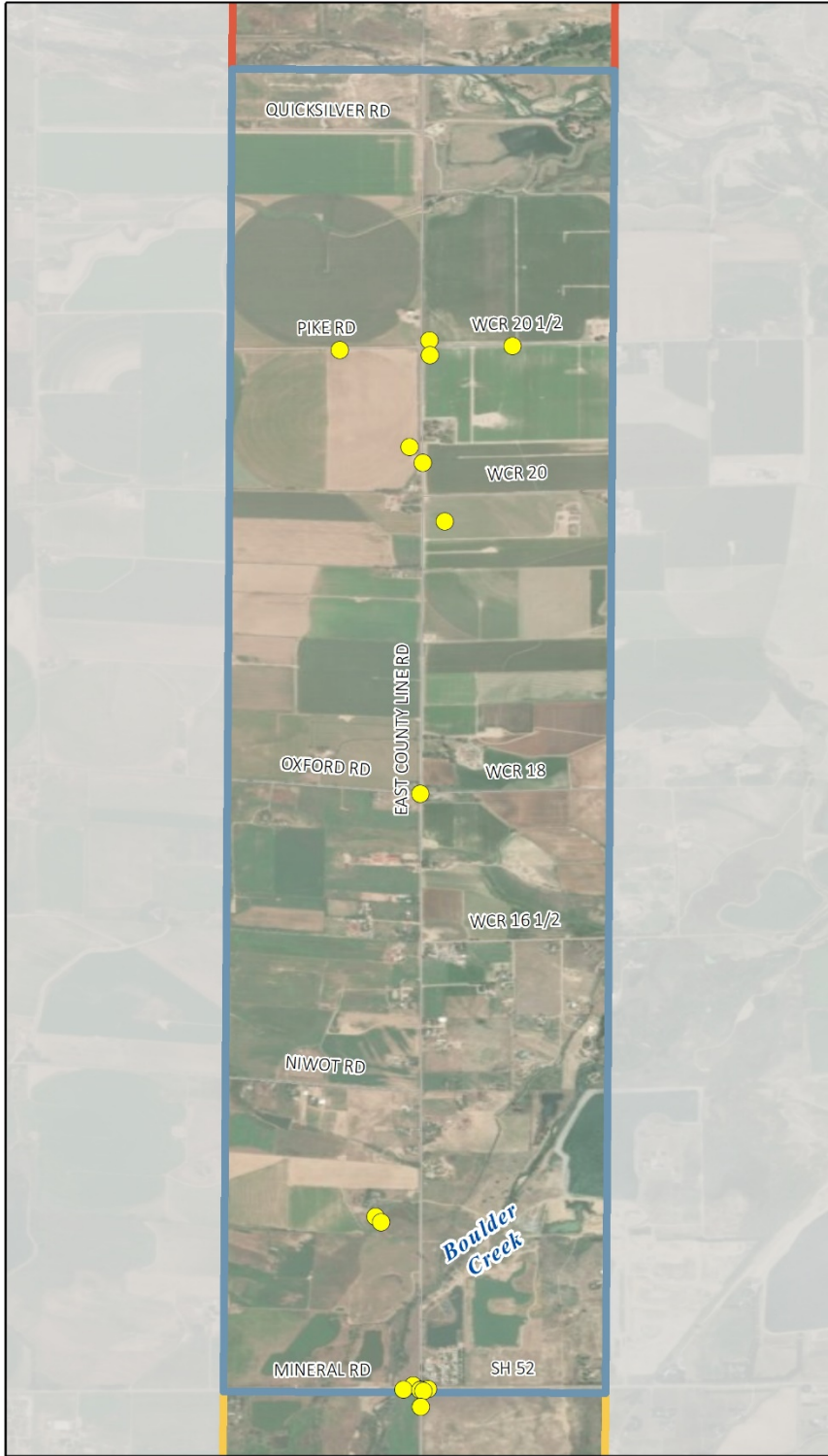
**SEGMENT #3 - TOWN OF ERIE**



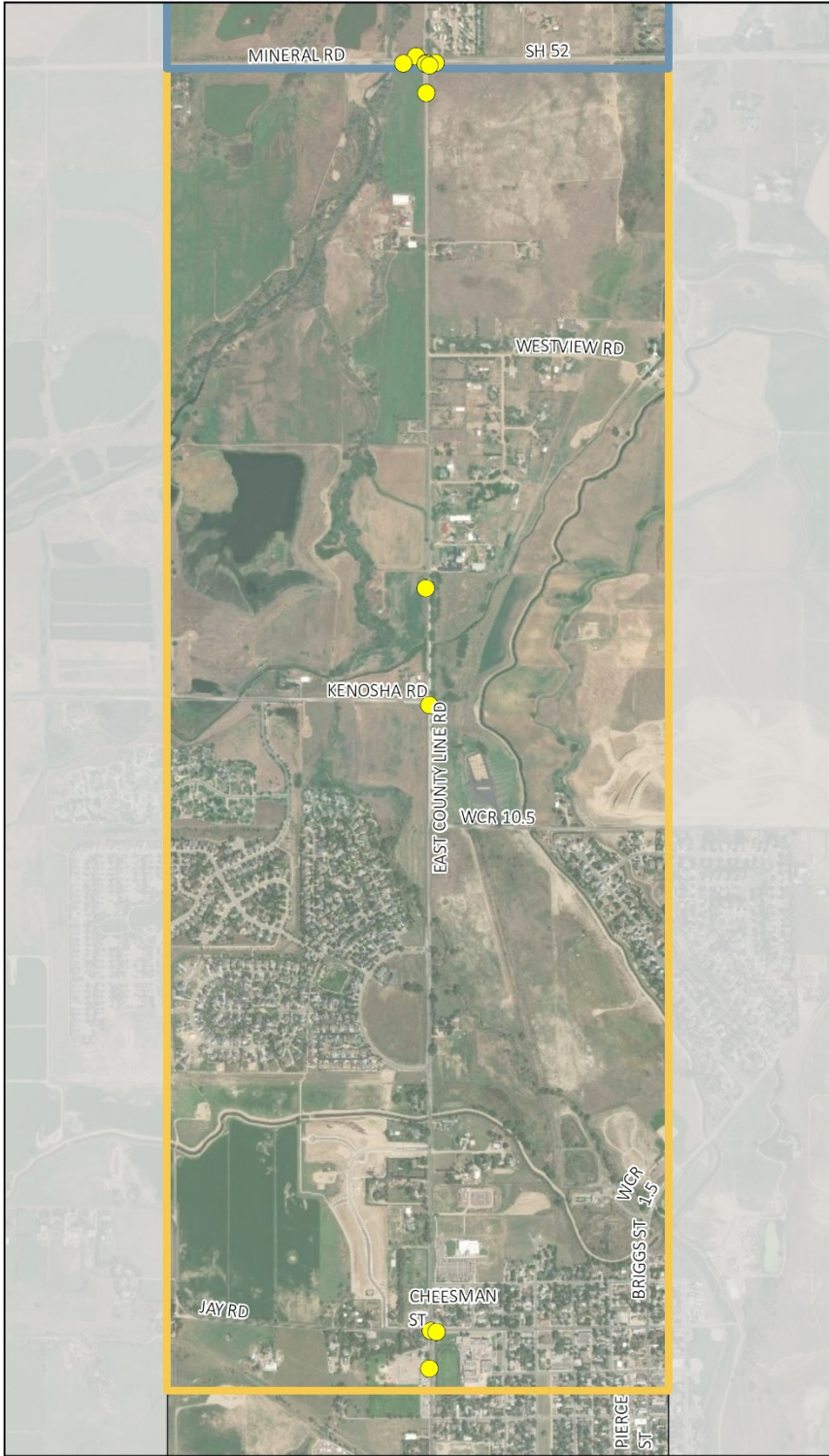
**SEGMENT #1 - CITY OF LONGMONT**



**SEGMENT #2 - BOULDER/WELD COUNTY**



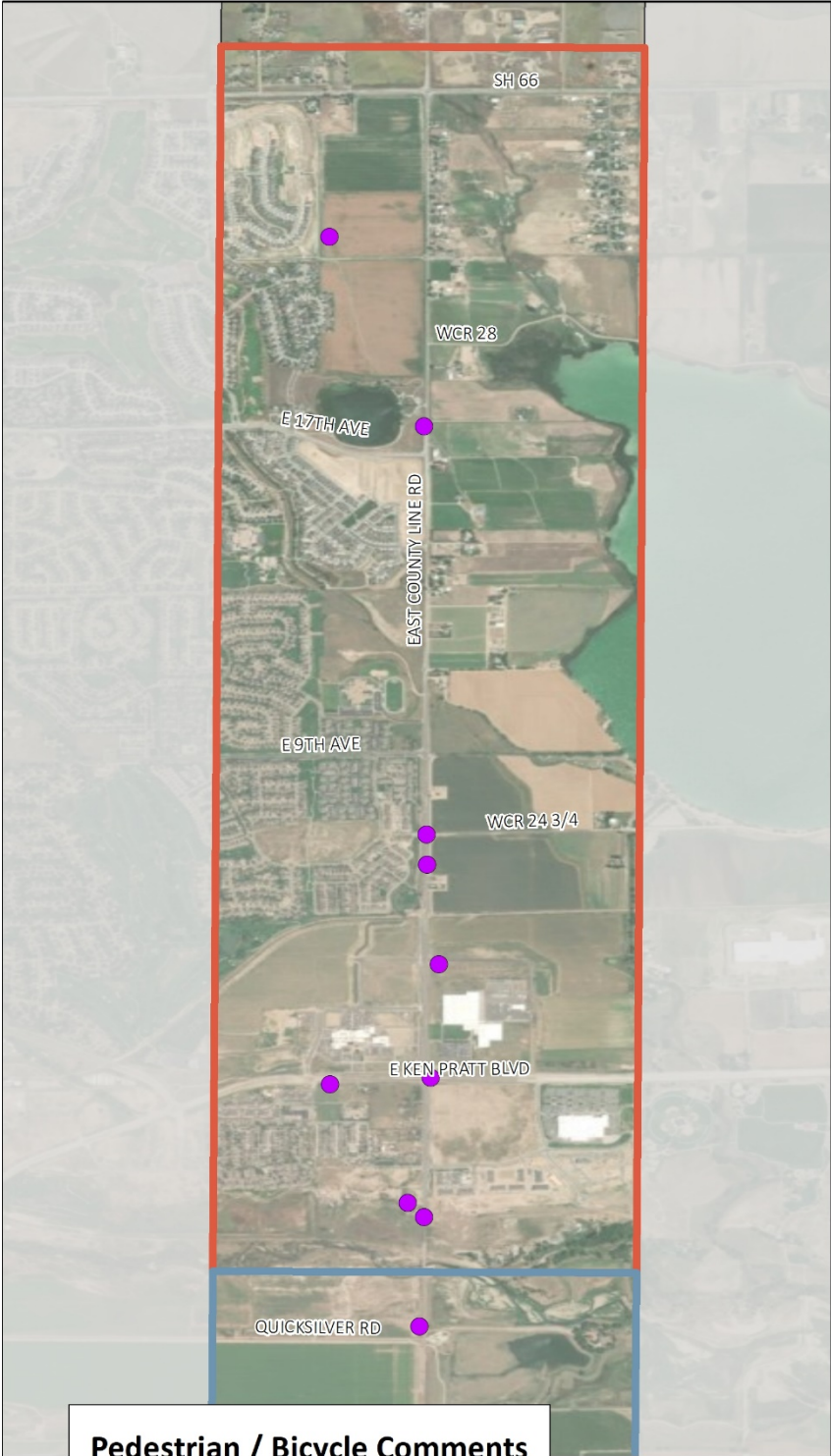
**SEGMENT #3 - TOWN OF ERIE**



**Study Area Comments**  
 ● Congestion (30)



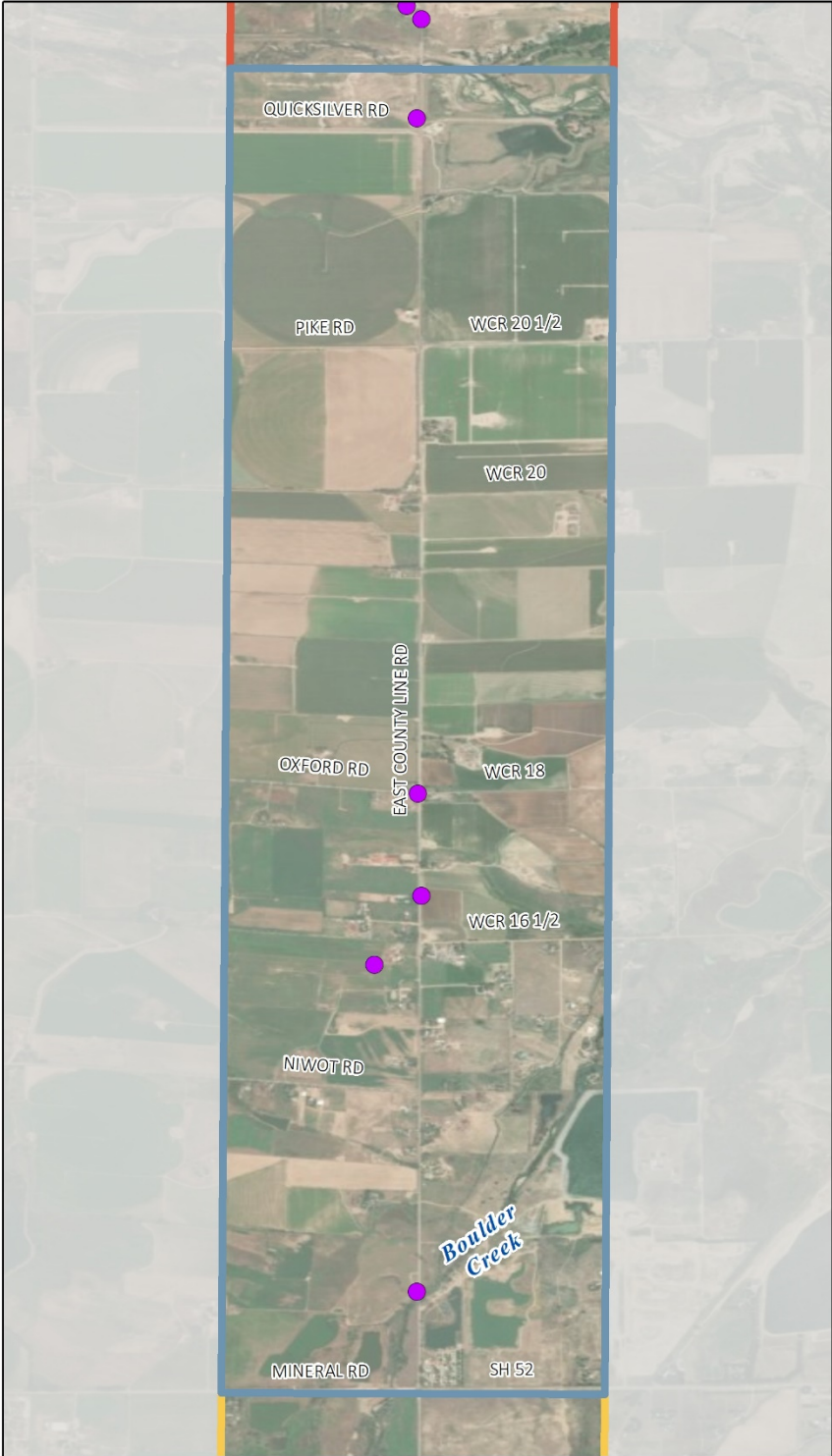
**SEGMENT #1 - CITY OF LONGMONT**



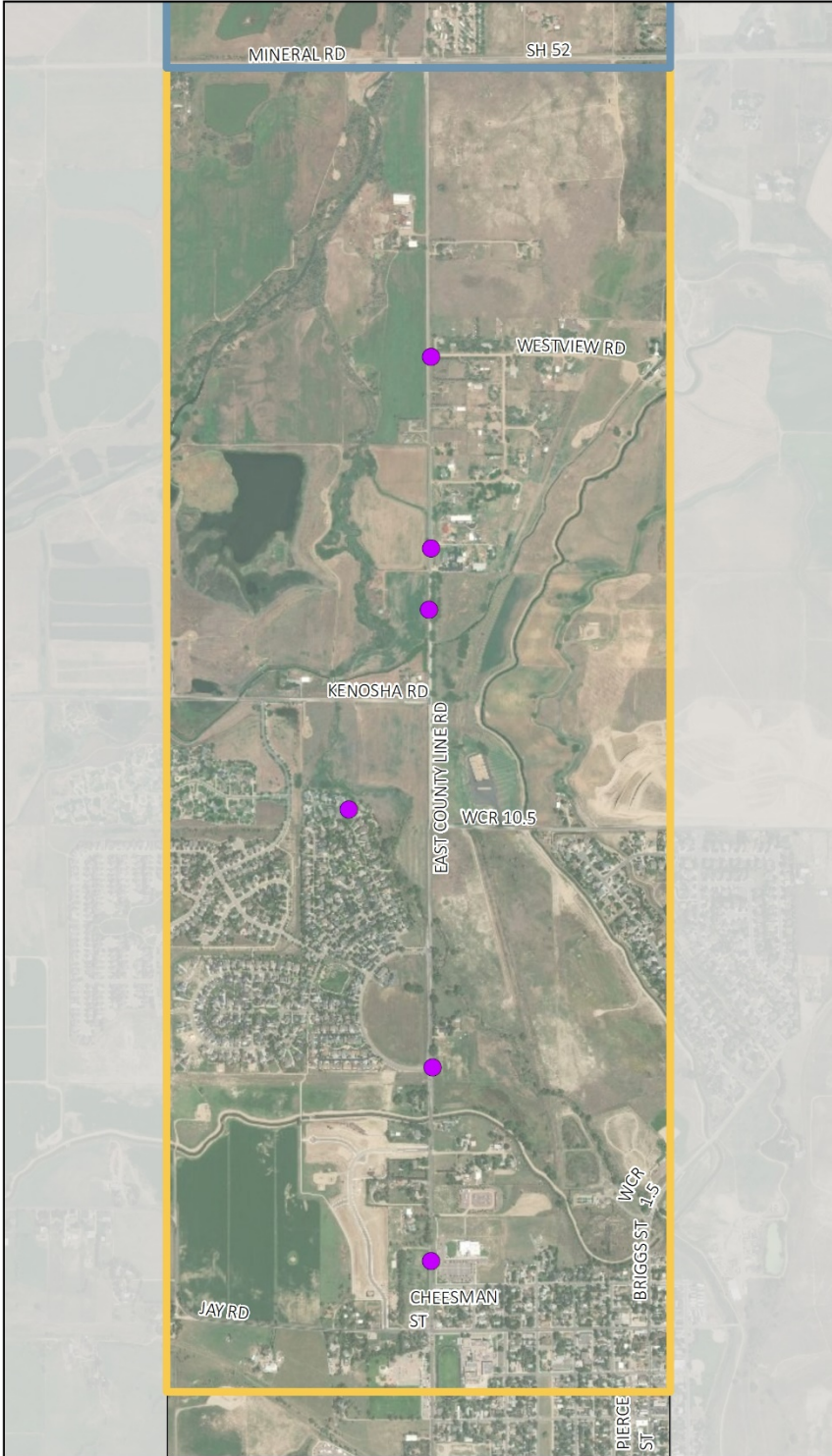
**Pedestrian / Bicycle Comments**

- Pedestrian / Bicycle (20)

**SEGMENT #2 - BOULDER/WELD COUNTY**



**SEGMENT #3 - TOWN OF ERIE**



**SEGMENT #1 - CITY OF LONGMONT**



**Study Area Comments**

- Other (45)

**SEGMENT #2 - BOULDER/WELD COUNTY**



**SEGMENT #3 - TOWN OF ERIE**





# Public Comments

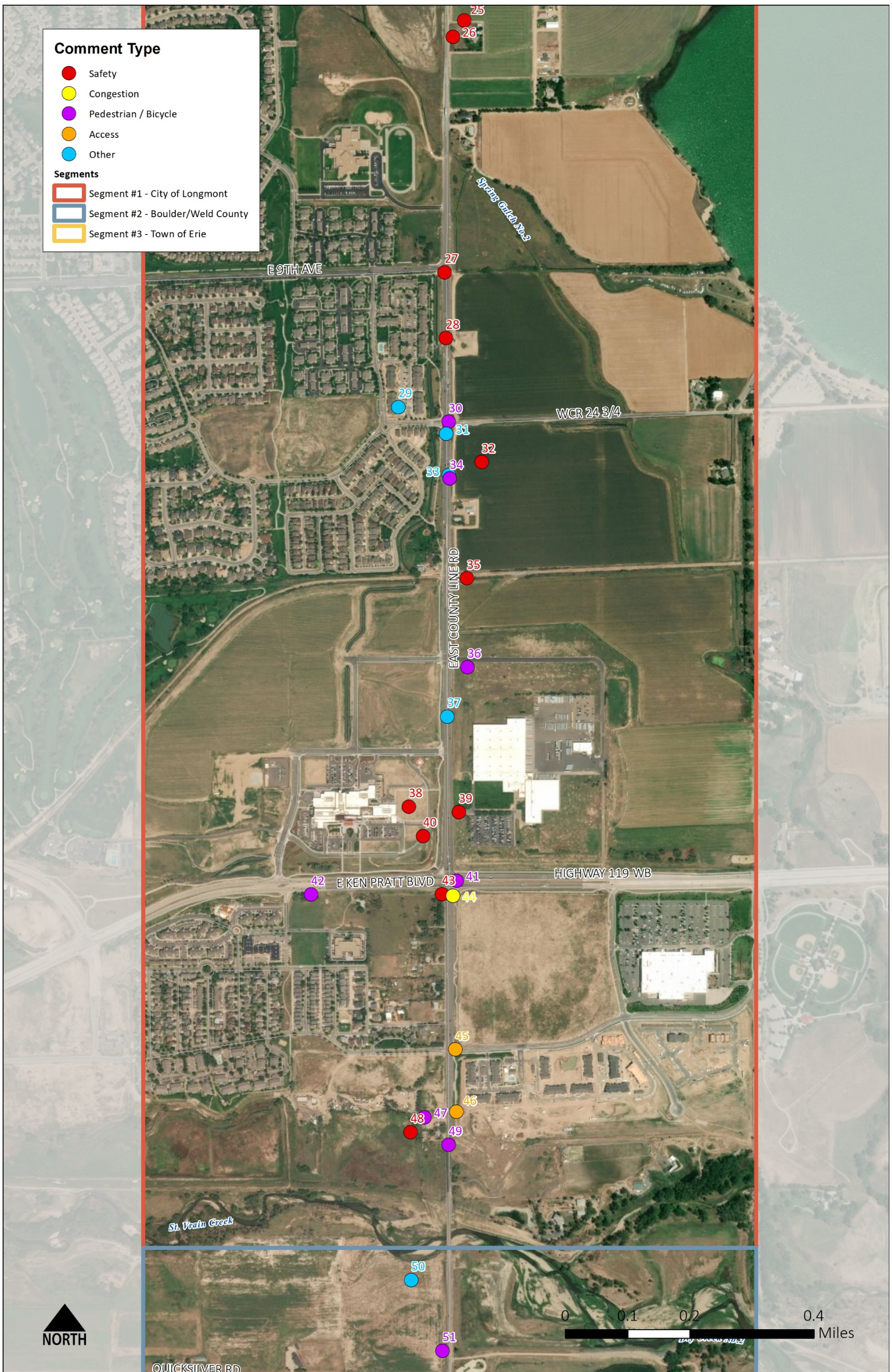
May 2019



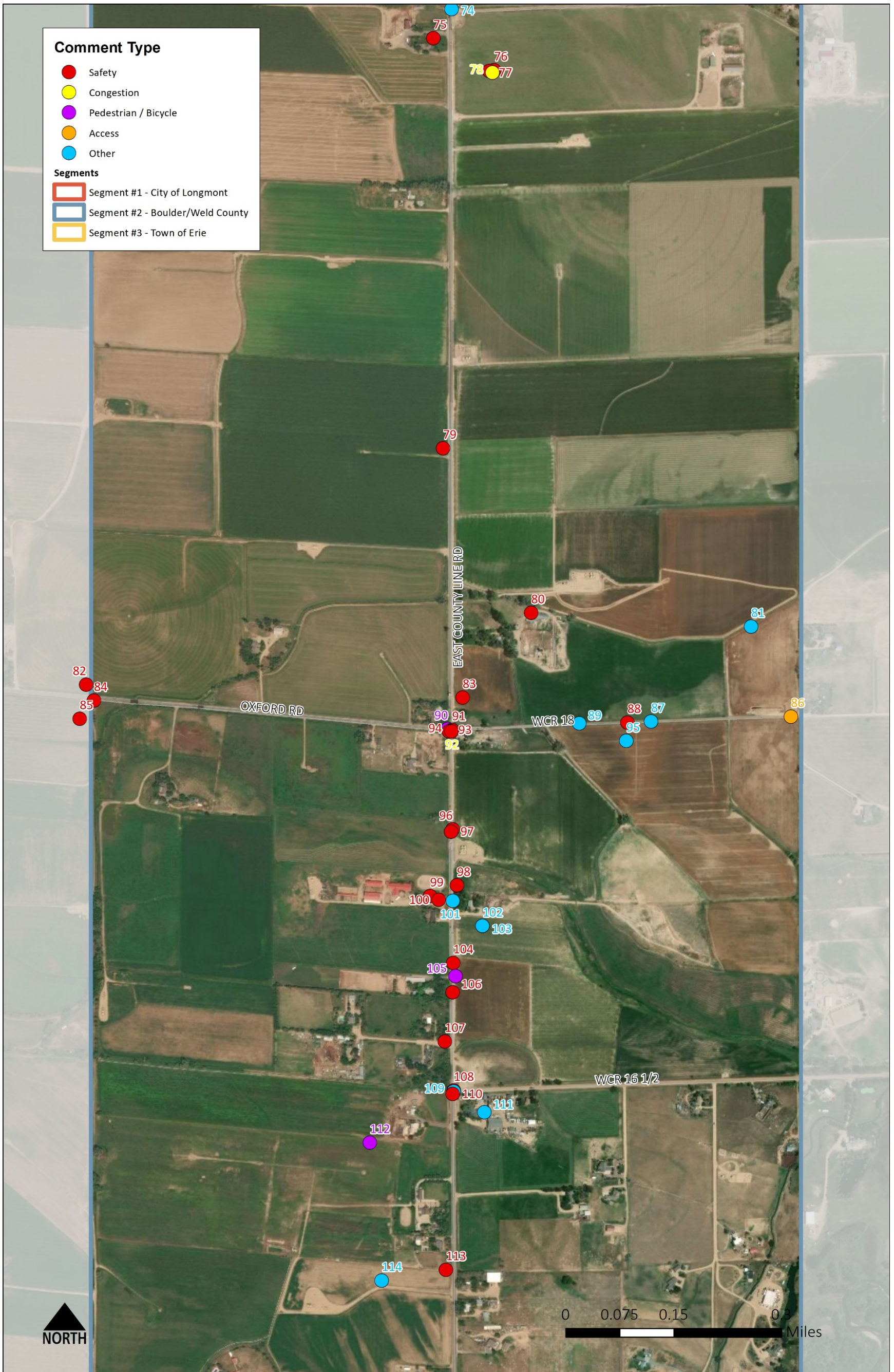
**East County Line Road**  
Master Plan



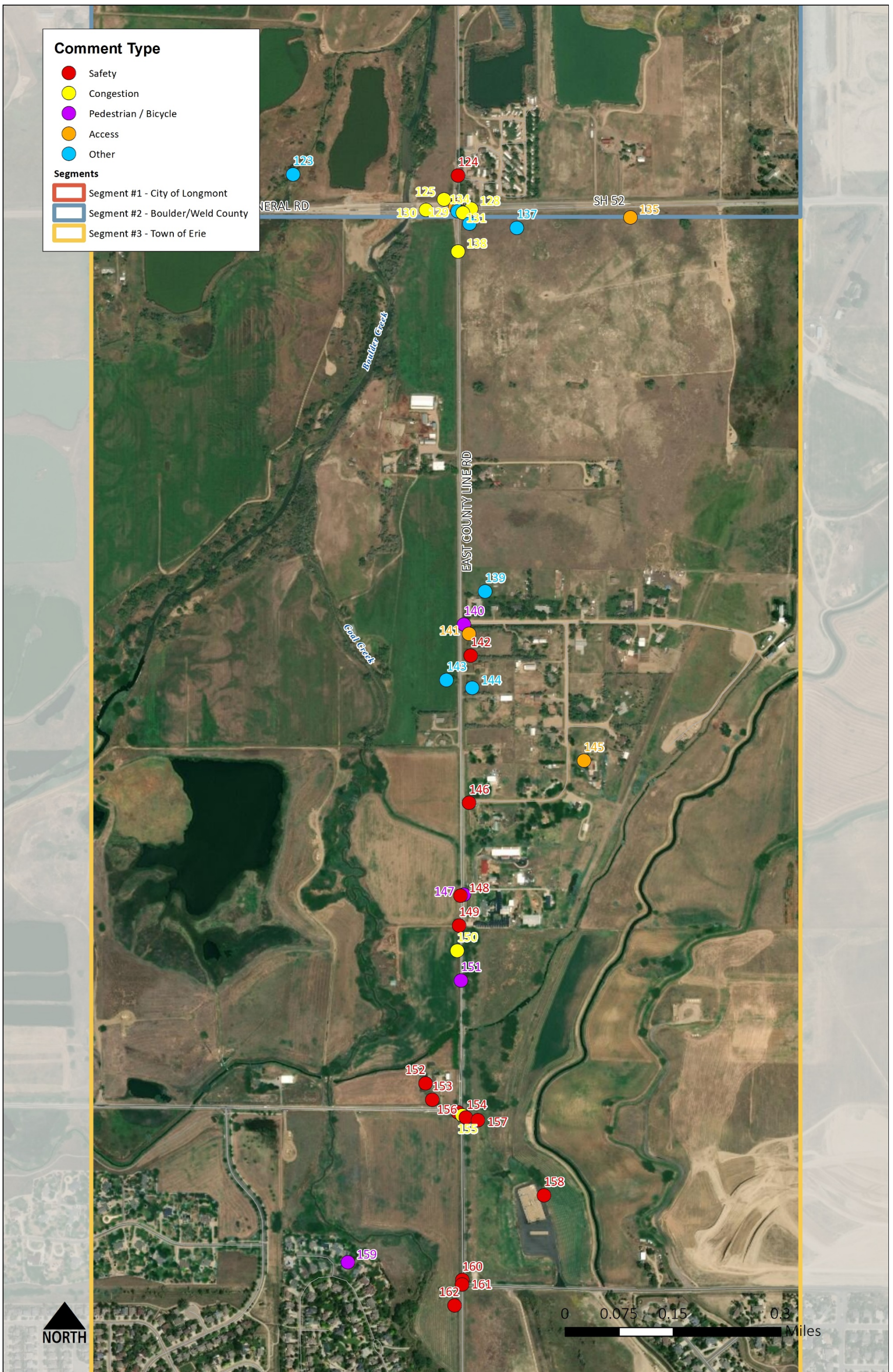


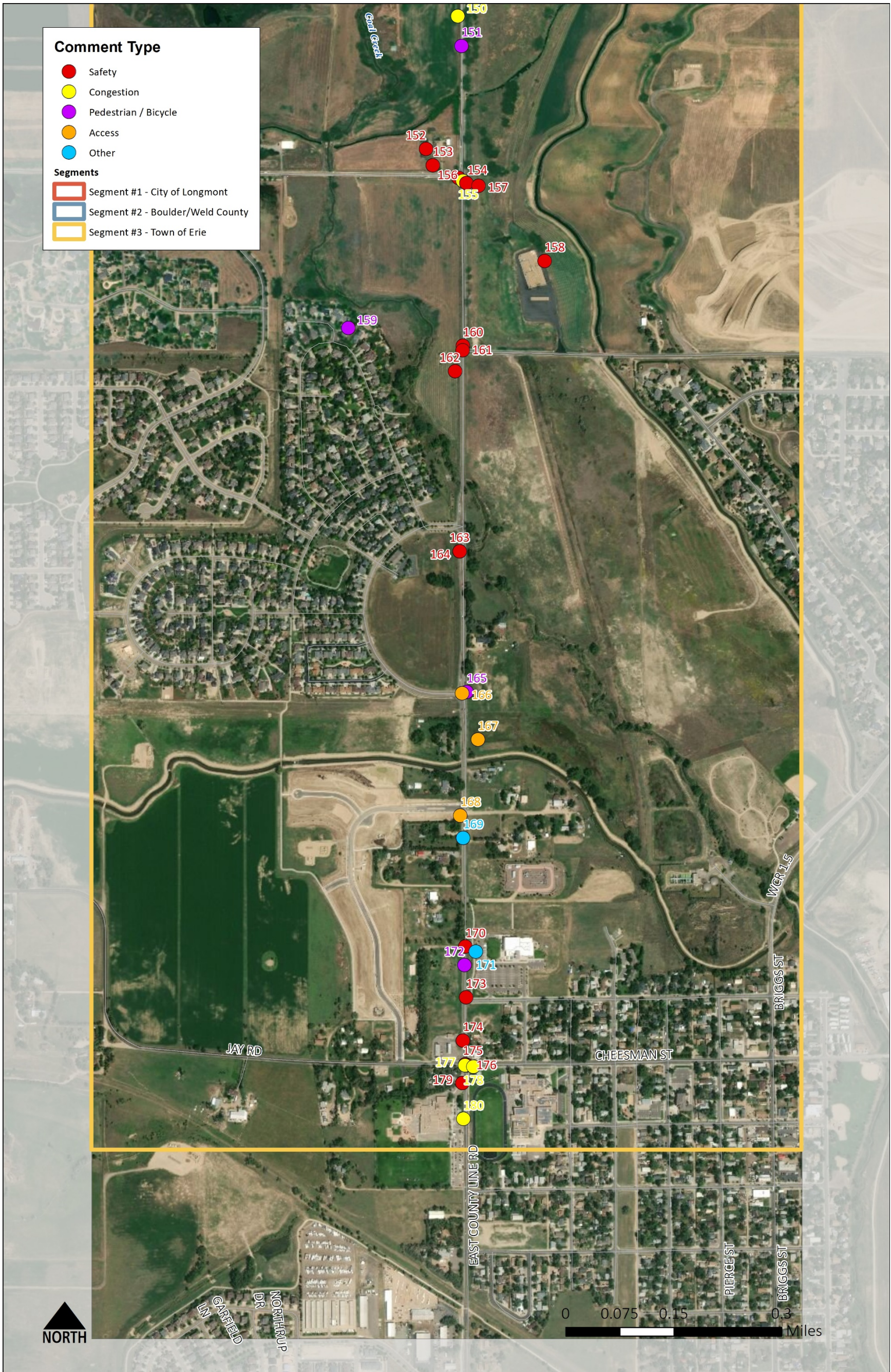












<b>Comment Number</b>	<b>Segment</b>	<b>Comment Type</b>	<b>Comment</b>
1	Segment #1 - City of Longmont	Congestion	A traffic study on CR 1 North should be included. A traffic light is needed at Hwy 56
2	Segment #1 - City of Longmont	Other	OH: Have an organic ed center with small park here. The rest remain organic farm.
3	Segment #1 - City of Longmont	Other	OH: Pothole.
4	Segment #1 - City of Longmont	Congestion	OH: Future widening needs to go to the west, on the City of Longmont side.
5	Segment #1 - City of Longmont	Other	OH: Japanese Gardens (Tribute to Japanese Longmont Tribute) OH: I agree!
6	Segment #1 - City of Longmont	Other	OH: Don't touch property lines beyond current lots.
7	Segment #1 - City of Longmont	Safety	OH: Speed limit it too high and there is no police presence to enforce. Would like to see 35 mph and electronic speed limit signs.
8	Segment #1 - City of Longmont	Other	OH: Pothole OH: Serious
9	Segment #1 - City of Longmont	Other	OH: Current R.O.W. 30'



10	Segment #1 - City of Longmont	Other	OH: R.O.W. Reservation 75'
11	Segment #1 - City of Longmont	Congestion	OH: Can R.O.W. be shifted west to lessen impact on Weld Co. property/residence(s)? OH: I worry more cars = more accidents/noise/congestion.
12	Segment #1 - City of Longmont	Bike Ped	Agree completely with the comments concerning a bike lane. I've ridden this route back and forth to Westminster a few times but presently it's just too dangerous by bike. Disagree with installing traffic circles. I grew up in New Jersey in the 70s & 80s
13	Segment #1 - City of Longmont	Congestion	Should be expanded to two lanes from 9th to 66
14	Segment #1 - City of Longmont	Congestion	Needs to be 4 lane due to congestion.
15	Segment #1 - City of Longmont	Safety	OH: 35 mph
16	Segment #1 - City of Longmont	Safety	17th Ave & ECL road: safety concerns and trouble turning. intersection/road needs lights
17	Segment #1 - City of Longmont	Bike Ped	A separated bike path or protected bike lane is needed with access to the new Spring Gulch trail.
18	Segment #1 - City of Longmont	Safety	Unsafe for pedestrians to cross 17th to Jim Hamm. Traffic too fast
19	Segment #1 - City of Longmont	Congestion	This intersection needs a light

20	Segment #1 - City of Longmont	Access	Hard to turn north from 17th onto County Line here.
21	Segment #1 - City of Longmont	Safety	tight-trouble turning onto and off of 17th ave
22	Segment #1 - City of Longmont	Congestion	Should be widened to 4 lanes not 2 with center turn lane due to congestion.
23	Segment #1 - City of Longmont	Access	Access on to county road from driveway is terrible. High traffic volume.
24	Segment #1 - City of Longmont	Safety	Road needs street lights ( very dark) accidents have happened because there are no street lights....car lights at night are difficult to recognize distance of vehicles when turning....very dangerous at night!
25	Segment #1 - City of Longmont	Safety	All stretches need a protected bike lane/path or at least a safe shoulder
26	Segment #1 - City of Longmont	Safety	OH: Add a stoplight, signal, roundabout or something similar. The road has no shoulder. Pedestrians walk in grass to get to Walmart/hospital/119.
27	Segment #1 - City of Longmont	Safety	Please replace light with roundabout if this is the planned connection east to west. This will help calm traffic speeds.
28	Segment #1 - City of Longmont	Safety	OH: Day and night speed limits
29	Segment #1 - City of Longmont	Other	Anticipated widening will undoubtedly require encroachments into developed residential improvements. The easement offsets should be shifted West to lessen setback/ROW takings in the Northern (Hwy 66) sector. Naive and wishful thinking?

30	Segment #1 - City of Longmont	Bike Ped	Need pedestrian crosswalk for Great Western to Zlaten Drive. Many folks walking that area and sometimes with pets.
31	Segment #1 - City of Longmont	Other	Too Much noise for residential, reduce speed limit to 30
32	Segment #1 - City of Longmont	Safety	There needs to be a light for kids and bikers and walkers to cross the street in order to safely get to and from union res
33	Segment #1 - City of Longmont	Other	Install walls to block noise from street.
34	Segment #1 - City of Longmont	Bike Ped	Bike lanes on CR1 would be so nice, increasing safety for bicyclists, and adding access to Union Reservoir via bike lanes would be a nice added bonus.
35	Segment #1 - City of Longmont	Safety	Would be nice to have a north-bound turn lane onto the road to Union Rez. I need to slow down to turn when there is a boat on my car. I've been almost rear ended several times.
36	Segment #1 - City of Longmont	Bike Ped	This entire corridor is in need of better bike facilities.
37	Segment #1 - City of Longmont	Other	OH: 18-Wheelers turning in/out
38	Segment #1 - City of Longmont	Safety	Needs a safe bike lane
39	Segment #1 - City of Longmont	Safety	The turn lane lines for southbound to eastbound turning traffic are jumbled up with those for turning into the distribution center. Is there a better way to mark the turn lanes that safely shows you intend to drive beyond the center's driveway, yet are m

40	Segment #1 - City of Longmont	Safety	The intersection at Ken Pratt and CR1 is extremely dangerous for pedestrians and bikers. Perhaps alternative routes (i.e., overpasses or tunnels) either at or close to the intersection would be helpful.
41	Segment #1 - City of Longmont	Bike Ped	I have almost been hit on my bicycle 3 times now at this intersection. Both direction. Even when I use the pedestrian walk signals! We need an underpass !
42	Segment #1 - City of Longmont	Bike Ped	no safe pedestrian walk on south side of HWY-119
43	Segment #1 - City of Longmont	Safety	A merge lane added here for Eastbound Ken Pratt to Southbound CR1 would make this a much safer turn. People think there is a merge when there's simply a yield.
44	Segment #1 - City of Longmont	Congestion	Lots of traffic southbound between Hwys 119 & 52, with a considerable amount turning east onto CR 20.5. A turn lane will help keep traffic moving.
45	Segment #1 - City of Longmont	Access	A turn lane for northbound traffic turning onto Zlaten would have been wise. The advance notice that people are turning would aid traffic turning southbound out of Walmart.
46	Segment #1 - City of Longmont	Access	It would be nice if this sidewalk extended at least down to the St. Vrain Trailhead
47	Segment #1 - City of Longmont	Bike Ped	Going south from the UCHealth hospital down to the greenway on your bike is frightening!
48	Segment #1 - City of Longmont	Safety	headed south or north by bike between 119 and the Greenway is stressful. I would love a protected bike lane to connect.
49	Segment #1 - City of Longmont	Bike Ped	A bike lane/path would be preferred, but at a minimum the shoulder needs to be wider between Great Western Dr. & Quicksilver Rd. Quicksilver is one of only 3 access points on the eastern St. Vrain greenway so it needs better connectivity to nearby neigh

50	Segment #2 - Boulder/Weld County	Other	OH: Bank swallows (Boulder Cty spp. of special concern) live here. One of few habitat areas suitable for Bank Swallows within Boulder County.
51	Segment #2 - Boulder/Weld County	Bike Ped	Consider being selective about where lane widening is considered to spare fences, gates, well-established trees.
52	Segment #2 - Boulder/Weld County	Safety	East County Line Road has become somewhat of a drag strip in this area. Generally southbound, starting at Quicksilver. Also, it would be awesome if the no passing zone was extended further south, to near the firestation or beyond. Thanks
53	Segment #2 - Boulder/Weld County	Safety	County Line Road is used daily by bicyclists, both north and southbound. It is extremely dangerous with no shoulder or bike lane on a road with so much vehicular traffic. At a minimum, please add bike lanes and a shoulder. Nirvana would be a multi-use tr
54	Segment #2 - Boulder/Weld County	Safety	OH: Approved oil battery - too many trucks - safety
55	Segment #2 - Boulder/Weld County	Congestion	OH: S.B left would increase traffic cut thru on Oxford.
56	Segment #2 - Boulder/Weld County	Other	OH: Historic House 1899.

57	Segment #2 - Boulder/Weld County	Other	OH: Look at wildlife crossings.
58	Segment #2 - Boulder/Weld County	Congestion	OH: CR 20.5 has turned into an industrial rd. Hope frack projects, gravel pits, and more. Don't turn CR 1 into CR 20.5!
59	Segment #2 - Boulder/Weld County	Other	OH: Needs turn lane to east!
60	Segment #2 - Boulder/Weld County	Safety	Left turn lanes needed for NB & SB directions
61	Segment #2 - Boulder/Weld County	Other	OH: Good location for a round-about.
62	Segment #2 - Boulder/Weld County	Other	OH: Agree with the round about.
63	Segment #2 - Boulder/Weld County	Congestion	OH: Paving pike and Quicksilver would increase traffic on 119th St and reduce traffic on county line.

64	Segment #2 - Boulder/Weld County	Other	OH: Fracked 19 wells.
65	Segment #2 - Boulder/Weld County	Congestion	There's a turn lane for nb traffic to turn right onto CR 20.5; a merge lane for traffic from CR 20.5 to join nb traffic would also help.
66	Segment #2 - Boulder/Weld County	Safety	Would like to have a no passing zone in front of our driveway. When people pass, they're going way beyond the speed limit in and it changes from no passing to passing fairly close to the north of us.
67	Segment #2 - Boulder/Weld County	Safety	As an avid cyclist, I have been trying to think through bicycle safety between Hwy 119 and Hwy 52. I do not think this section is a good route for bikes and only ride on it for short stretches. Like 287, even with broader shoulders there are just too m
68	Segment #2 - Boulder/Weld County	Other	OH: Look at wildlife crossings. Known concerns are Dry Creek No.2 drainage, Oxford, etc.
69	Segment #2 - Boulder/Weld County	Other	[Liggett Ditch] OH: This ditch has erosion/sedimentation impacts - Is the county involved?
70	Segment #2 - Boulder/Weld County	Other	OH: Look at wildlife crossings.

71	Segment #2 - Boulder/Weld County	Other	OH: Fracked 11 wells.
72	Segment #2 - Boulder/Weld County	Congestion	The narrow shoulder and ditch on the west side of County Line Road make this section feel "uncomfortable" - especially in winter/icy road conditions.
73	Segment #2 - Boulder/Weld County	Congestion	OH: People drive too fast for this roadway. Too much traffic and trucks. Tractors and farm equipment use East County Line a lot.
74	Segment #2 - Boulder/Weld County	Other	OH: OK with shoulder widening only.
75	Segment #2 - Boulder/Weld County	Safety	This is a great connection between Longmont and Erie but dangerous by bike. A protected bike lane is needed. E-bikes make this connection much more feasible to a wider group of bike users.
76	Segment #2 - Boulder/Weld County	Safety	OH: Traffic light at all large intersections.
77	Segment #2 - Boulder/Weld County	Safety	OH: Enforce speed limits!



78	Segment #2 - Boulder/Weld County	Congestion	OH: Please decrease the amount of traffic, "not" increase it with improvement.
79	Segment #2 - Boulder/Weld County	Safety	All stretches need a protected bike lane/path or at least a safe shoulder
80	Segment #2 - Boulder/Weld County	Safety	Roundabouts at Zlaten, Quicksilver, Pike and Oxford. Unsafe intersections due to speeds, visibility (especially white outs from snow and brown outs from dust) and pedestrians at Great Western/Zlaten.
81	Segment #2 - Boulder/Weld County	Other	OH: Homestead before 1889.
82	Outside Study Area	Safety	Poor visibility at the intersection of Oxford and County line rd.
83	Segment #2 - Boulder/Weld County	Safety	The intersection of County Line and Oxford has very limited sight distance for vehicles traveling eastbound on Oxford to see traffic coming from the north on county line road due to trees and fence on the NW corner of the intersection. This results in e
84	Segment #2 - Boulder/Weld County	Safety	OH: Stop sign at Oxford and 119th.
85	Outside Study Area	Safety	Poor sight distance for eastbound Oxford Road traffic turning north or south.

86	Segment #2 - Boulder/Weld County	Access	OH: Dead end (subdivided); 6 landlocked neighbors.
87	Segment #2 - Boulder/Weld County	Other	OH: Rd. 18
88	Segment #2 - Boulder/Weld County	Safety	OH: Leave Ken Pratt to 52 alone or slow it down!
89	Segment #2 - Boulder/Weld County	Other	OH: 1/2 mile driveway.
90	Segment #2 - Boulder/Weld County	Bike Ped	All stretches need a protected bike lane/path or at least a safe shoulder
91	Segment #2 - Boulder/Weld County	Safety	OH: Stop sign.
92	Segment #2 - Boulder/Weld County	Congestion	OH: Dissuade use of Oxford. Direct traffic to use 52 or 287. Encourage use of I-25. OH: I agree! OH: I disagree. Who makes this kind of decision?

93	Segment #2 - Boulder/Weld County	Safety	OH: Stop light.
94	Segment #2 - Boulder/Weld County	Safety	OH: Roundabout here would discourage thru traffic speeding and address intersection safety. OH: Agree OH: I don't agree with this - slow the traffic down. This is an agricultural section of road. OH: I don't see traffic signals/four-way stops as
95	Segment #2 - Boulder/Weld County	Other	OH: Never been maintained by Weld.
96	Segment #2 - Boulder/Weld County	Safety	OH: Safer shoulder with buffer.
97	Segment #2 - Boulder/Weld County	Safety	OH: Lower speed limit to 40 mph on this section.
98	Segment #2 - Boulder/Weld County	Safety	OH: High spot in the road makes our driveway dangerous to exit and enter. People drive way too fast and come over the hill and can't slow down fast enough. I suggest cutting or lowering the section to remove the high spot which creates line of sight issue
99	Segment #2 - Boulder/Weld County	Safety	OH: Horse property. Many horses in these barns - any animal on road would be killed - and maybe people hitting them.

<b>100</b>	Segment #2 - Boulder/Weld County	Safety	OH: We are all too close to the road to widen it. 3 serious accidents have happened here! Patrol this road - no one obeys speed limit especially rock trucks!
<b>101</b>	Segment #2 - Boulder/Weld County	Other	OH: Residences
<b>102</b>	Segment #2 - Boulder/Weld County	Other	OH: This is an agricultural area - tractors and farm equipment use city line regularly!
<b>103</b>	Segment #2 - Boulder/Weld County	Other	OH: This is an agricultural area - tractors and farm equipment use city line regularly!
<b>104</b>	Segment #2 - Boulder/Weld County	Safety	OH: Residential horse property. Lower speed limit - make it safer to pull out with trailers, not wider with more traffic! OH: Very important!
<b>105</b>	Segment #2 - Boulder/Weld County	Bike Ped	This is the only north south route for bicycles other than 95th Street (some shoulder), 287 (65 mph freeway) or WCR 7 (very narrow) for miles. County Line needs bike lanes as it is frequented by large semi trucks hauling to/from adjacent gravel pits, fa
<b>106</b>	Segment #2 - Boulder/Weld County	Safety	I would lower and monitor the speed limit between On Oxford and Niwot road. 95th St. from Lafayette through Erie runs 35 to 45 we have a similar number of properties along this road. It's not safe for bikes kids or animals or animal trailers. I would

107	Segment #2 - Boulder/Weld County	Safety	People passing on a double yellow three of us of almost gotten killed coming out of our Boulder County driveway. We need immediate relief from this not five years out. I can't see how many times a day I hear people honk in front of our place 7465. I c
108	Segment #2 - Boulder/Weld County	Safety	Crazy sight distance issues. Can't see south from 16 1/2.
109	Segment #2 - Boulder/Weld County	Other	OH: Road widening is problematic in this stretch between Nimot Rd and Oxford due to many horses, trees, fences, etc. Any widening should be done on the undeveloped part of the road.
110	Segment #2 - Boulder/Weld County	Safety	OH: Visibility is very poor here (nearly killed once) - slow traffic to 40 mph between Nimot Rd and Oxford.
111	Segment #2 - Boulder/Weld County	Other	Protect the brick landscaping wall and mailbox during any widening and/or improvements to the road.
112	Segment #2 - Boulder/Weld County	Bike Ped	There are enough cyclists to warrant a bike lane.
113	Segment #2 - Boulder/Weld County	Safety	OH: High speeds!

<b>114</b>	Segment #2 - Boulder/Weld County	Other	[In response to potential 3-Lane Section] OH: No OH: No! OH: No! OH: NO PLEASE! OH: 3 lanes are unnecessary! OH: I see this much pavement as overkill!
<b>115</b>	Segment #2 - Boulder/Weld County	Safety	Please do not add more traffic circles. they prevent emergency traffic from getting quickly to a site. They also are a problem for all the truck traffic on this road.
<b>116</b>	Segment #2 - Boulder/Weld County	Other	[In response to Potential Minor Intersection Adjustment] OH: Low priority?
<b>117</b>	Segment #2 - Boulder/Weld County	Safety	Commuters drive this road like a race track with no consideration at all for residents. They are consistently over the speed limit, tailgate, and make unsafe passes when we slow for our driveways. CLR is in much need of slowing down traffic by adding 4 w
<b>118</b>	Segment #2 - Boulder/Weld County	Safety	OH: High spot in road makes driveway to south dangerous; lower this road section.
<b>119</b>	Segment #2 - Boulder/Weld County	Congestion	OH: Commuters and oil and gas are not our neighbors! They speed, they ruin the roads, they are disrespectful. Don't make CR1 a commuter to oil and gas thoroughfare!
<b>120</b>	Segment #2 - Boulder/Weld County	Congestion	OH: "If you build it (widen) they will come!" Oil and gas will be overjoyed. Don't use public money to prepare the way for 100,000's of oil and gas pick-up trucks, semis, tankers on City Rd. 1.

121	Segment #2 - Boulder/Weld County	Other	OH: Look at wildlife crossings.
122	Segment #2 - Boulder/Weld County	Bike Ped	Because Panama Reservoir interrupts 119th, there is no even _reasonably_ safe way for cyclists to get between Lookout/Kenosha and Niwot roads. CLR ought to have a bike path (not a lane) the entire way to Longmont, but if that is not feasible, then at least
123	Segment #2 - Boulder/Weld County	Other	OH: Keep CR1 rural!
124	Segment #2 - Boulder/Weld County	Safety	The access point into this residential area is dangerously close to the intersection. I see narrowly avoided accidents here all the time.
125	Segment #2 - Boulder/Weld County	Congestion	OH: Better timing on light. It often takes 3-4 for the light to change for N/S bound traffic on Rd. 1. If you are not sitting at the intersection, N bound traffic may not get the light when it turns green for south bound. Sometimes light will not change.
126	Segment #2 - Boulder/Weld County	Access	OH: Add lane for right turn only. OH: Second that! OH: Third it!
127	Segment #2 - Boulder/Weld County	Access	OH: Add right turn lane (3 lanes total) OH: I agree with this.

<b>128</b>	Segment #2 - Boulder/Weld County	Congestion	West bound SH52 needs separate right turn lane to turn onto ECR
<b>129</b>	Segment #2 - Boulder/Weld County	Congestion	OH: Need to widen the intersection with turn lanes and through lanes.
<b>130</b>	Segment #2 - Boulder County/Weld County	Congestion	SH 52 needs to be expanded to 2 lanes in each direction. Interchange at SH 52/SH 119 is also long overdue!
<b>131</b>	Segment #2 - Boulder County/Weld County	Congestion	OH: Choke/bottleneck intersection.
<b>132</b>	Segment #2 - Boulder County/Weld County	Other	The traffic signal light at Hwy 52 and County Line Rd needs adjusted. You have to wait to long for get a green for north and south bound traffic. Also the turn lanes on county line are to short (need to be longer distance)
<b>133</b>	Segment #2 - Boulder County/Weld County	Other	OH: More green time going south on CR1! OH: Please, I second that.
<b>134</b>	Segment #2 - Boulder	Congestion	Need a turn lane from north bound county line rd to east bound Hwy 52



	County/Weld County		
<b>135</b>	Segment #3 - Town of Erie	Access	Right hand turn lane needed when turning right onto Hwy 52. people try and squeeze by on the shoulder.
<b>136</b>	Segment #3 - Town of Erie	Other	Is there a sensor on this light when heading north/south on County Line. Can take the light awhile to change even when there is no cross traffic.
<b>137</b>	Segment #3 - Town of Erie	Other	OH: 1,000 more houses planned.
<b>138</b>	Segment #3 - Town of Erie	Congestion	The left turn onto Hwy 52 westbound from CR 1 should have a much longer turn lane.
<b>139</b>	Segment #3 - Town of Erie	Other	OH: water well
<b>140</b>	Segment #3 - Town of Erie	Bike Ped	no turn lane and poor visibility
<b>141</b>	Segment #3 - Town of Erie	Access	OH: Existing water well is here. The raised median is inconvenient and does not allow access to driveway from southbound lane. Impedes on our property and impacts our safety,.
<b>142</b>	Segment #3 - Town of Erie	Safety	This is a great connection between Longmont and Erie but dangerous by bike. A protected bike lane or separated path is needed. E-bikes make this connection much more feasible to a wider group of users.
<b>143</b>	Segment #3 - Town of Erie	Other	OH: Is it possible to move this side as the east side affects a lot of people and wells?

<b>144</b>	Segment #3 - Town of Erie	Other	OH: Historic site
<b>145</b>	Segment #3 - Town of Erie	Access	OH: Turning left off of Buffalo Rd onto S County Line Rd is dangerous as more cars use the road. A left turn lane or median would allow us to turn half-way then merge into southbound County Line Rd. Thank you for planning in advance and asking for our
<b>146</b>	Segment #3 - Town of Erie	Safety	no turn lane and poor visibility
<b>147</b>	Segment #3 - Town of Erie	Bike Ped	The shoulders need to be wider. It is not safe to walk, jog, ride and no cross walks.
<b>148</b>	Segment #3 - Town of Erie	Safety	Almost getting rear ended when we turn into our driveway
<b>149</b>	Segment #3 - Town of Erie	Safety	Popular road for bicyclists, however there is no bike lane from hwy 52 in the southern direction, resulting in significant risks to bicyclists.
<b>150</b>	Segment #3 - Town of Erie	Congestion	Congestion has increased and it is unsafe for school bus traffic pulling from dirt to asphalt.
<b>151</b>	Segment #3 - Town of Erie	Bike Ped	I would like to see bike paths the entire length of CR1. The number of cyclists who use the roads present a huge safety issue for all concerned. Providing safe cycling off the road entirely would relieve a lot of stress for me as a driver!
<b>152</b>	Segment #3 - Town of Erie	Safety	Time for a separated bike path from Jay Rd to Hwy 66. Similar to the one on 63rd in Gunbarrel or the one along US 36. Safer for cyclists and less stressful for motorists.
<b>153</b>	Segment #3 - Town of Erie	Safety	the deadend a Kenosha and County line road is not well marked

<b>154</b>	Segment #3 - Town of Erie	Safety	No turn lane on county line rd and poor visibility to turn from Kenosha rd on to county line rd
<b>155</b>	Segment #3 - Town of Erie	Congestion	Traffic circle?
<b>156</b>	Segment #3 - Town of Erie	Safety	When heading north on E County Line Road - can be difficult to turn West onto Kenosha Rd and dangerous when icy in and in winter weather
<b>157</b>	Segment #3 - Town of Erie	Safety	the ditches are to steep
<b>158</b>	Segment #3 - Town of Erie	Safety	Kenosha Road to Jay Road should have a sidewalk/path seperated from the road. People run on this segment pushing strollers and there is not enough room.
<b>159</b>	Segment #3 - Town of Erie	Bike Ped	Any improvement must include extending the Coal Creek trail to Kenosha Road, which requires a tunnel or other option to cross county line road
<b>160</b>	Segment #3 - Town of Erie	Safety	No turn lane on county line rd to turn on to CR 101/2
<b>161</b>	Segment #3 - Town of Erie	Safety	Motorists from CR 10.5 run the stop sign frequently, pulling in front of traffic going 50 mph.
<b>162</b>	Segment #3 - Town of Erie	Safety	Lots of driveways and poor visibility on hills between Oxford and Niwot Rd, speeding cars VERY hazardous here, consider drop speed limit to 40; add electronic "Your speed is ___" south of 16-1/2.
<b>163</b>	Segment #3 - Town of Erie	Safety	35mph past neighborhoods

<b>164</b>	Segment #3 - Town of Erie	Safety	35mph past neighborhoods
<b>165</b>	Segment #3 - Town of Erie	Bike Ped	Bike Lane
<b>166</b>	Segment #3 - Town of Erie	Access	40 mph speed needs to be moved up to this location, make 50 mph start north of this intersection. Left turn lane on to Bixler too short for 50 mph speed
<b>167</b>	Segment #3 - Town of Erie	Access	OH: No desire for raised medians. Bikeway was supposed to be routed through the McStain development. Currently, the McStain development will cause future issues for landowners getting out on County Line Road.
<b>168</b>	Segment #3 - Town of Erie	Access	OH: Encroaching on my front door, water well. Decrease speed in this section of County Line Road No raised medians - impeded ability to turn.
<b>169</b>	Segment #3 - Town of Erie	Other	OH: Will destroy 6-8 mature cottonwoods.
<b>170</b>	Segment #3 - Town of Erie	Safety	New subdivision access with no turn lane on county line
<b>171</b>	Segment #3 - Town of Erie	Other	OH: Utilities are buried on our side of the road. Where will they be relocated? What happened to the original plan of the wider/main road going thru/near Kanoshe Farms?
<b>172</b>	Segment #3 - Town of Erie	Bike Ped	no sidewalks from subdivisions to schools or downtown
<b>173</b>	Segment #3 - Town of Erie	Safety	no turn lanes. there is a busy church that has increased congestion

<b>174</b>	Segment #3 - Town of Erie	Safety	Speed bumps and sidewalks approaching town
<b>175</b>	Segment #3 - Town of Erie	Safety	no turn lanes in either direction
<b>176</b>	Segment #3 - Town of Erie	Safety	Have seen/experienced issues with people running these stop signs. Need to increase visibility and warning leading up to stop.
<b>177</b>	Segment #3 - Town of Erie	Congestion	This area is a huge bottleneck multiple times a day. Seems like the school zone sign is flashing when not a child is in sight. More compact times of the slower speed limit when children are actually present would help keep things moving.
<b>178</b>	Segment #3 - Town of Erie	Congestion	Heavy congestion around drop off/pick up times at the schools
<b>179</b>	Segment #3 - Town of Erie	Safety	School crossing!! Erie elementary and middle school. Road expansion would serve as an increased risk in area of high pedestrian traffic for the two schools.
<b>180</b>	Segment #3 - Town of Erie	Congestion	Elementary school traffic is congested



# Public Comments

December 2020 / January 2021



**East County Line Road**  
Master Plan

Comment Number	Segment	Comment Type	Comment
1	Segment #1 - City of Longmont	Other	How will this plan for a roundabout coordinate with the City of Longmont's work to add the groundwork for signalizing this intersection at a future time, which I believe is a part of Longmont's current work on CLR?
2	Segment #1 - City of Longmont	Safety	Posted Speed Limit is 45 but most traffic does between 50 and 55 throughout Segment 1. A 50 MPG vehicle entering a roundabout should be concern unto itself. In addition during peak hours where all three branches are congested would slow velocity and timing of County Line albeit allowing greater throughput from E 17th. At such high speeds, even if the vehicles reduced to 40 or 35mph, would cause inner circle vehicles to cross over to outer circles upon exiting the roundabout...because Longmont has LOTS of experience with drivers not knowing how to navigate roundabouts. This would increase accidents. This will be even more pronounced for northbound County Line making a left into E 17. Southbound traffic will be prone to colliding with vehicles continuing on in the roundabout to exit on E 17th. Currently the left-hand turn late on County Line is always 5 to 8 cars deep.
3	Segment #1 - City of Longmont	Bike Ped	Are the green lines indicative of bike lanes? The plan for cyclists along this entire project is a bit fuzzy. I would like to see these plans pulled out and explained separately.
4	Segment #1 - City of Longmont	Bike Ped	If the on street bike lane ends at this point please make a curb cut and connection to the multi use path.
5	Segment #1 - City of Longmont	Safety	Roundabouts seem to cause more issues. Most folks do not know how to properly use them. I would feel much safer with a light or the current stop sign. Roundabouts are not the answer to traffic problems. There are more times than not that I am unable to enter one for quite some time because traffic just keeps going and I have seem countless close calls in the, far too, many the city has placed in recent years.

6	Segment #1 - City of Longmont	Bike Ped	I would truly hope that a 3-foot bike lane is added to this road. Used alot by cyclists and currently very dangerous.
7	Segment #1 - City of Longmont	Other	I am very concerned about the loss of any trees in this area. These construction projects always end up destroying large areas of vegetation-much larger than you would think. The Jim Hamm area is home to many important trees for wildlife/raptors. Why can't you push the road widening to the east here and not the west. Also, what will happen to the parking and trail on the Jim Hamm area? The city just spent tons of money on this area and it should not be messed with-push the roadway to the east where there is just non important Ag land which is a dime a dozen!
8	Segment #1 - City of Longmont	Other	Hopefully this can be a four-way intersection
9	Segment #1 - City of Longmont	Other	Don't steal parkland for car infrastructure.
10	Segment #1 - City of Longmont	Other	Round-a-bout!!!
11	Segment #1 - City of Longmont	Congestion	Missing connection = bad traffic + congestion.
12	Segment #1 - City of Longmont	Other	Is it fiscally responsible to put in a signal then roundabout? Recommend saving taxpayer money and going straight to roundabout. Unless you planning on issuing scrib or some type of security to raise money outside of taxation (which uses money other people create, mostly through their labor).
13	Segment #1 - City of Longmont	Other	Building them a nice driveway?



14	Segment #1 - City of Longmont	Other	Should be a roundabout.
15	Segment #1 - City of Longmont	Bike Ped	My keen interest is to ensure that there's sufficient shoulder for cyclists between Ken Pratt and Hwy 66. If that's what the Green lines indicate south and north of this roundabout, I'm all for that.
16	Segment #1 - City of Longmont	Safety	If you sit and observe long enough at every other round about in the city/state, you'll see that people don't know how to drive properly through these. It increases the risk and decreases safety. Please remove round abouts for this project!
17	Segment #1 - City of Longmont	Other	I love roundabouts. They are so much more efficient and safer.
18	Segment #1 - City of Longmont	Other	I support the use of roundabouts rather than traffic signals in general but also particularly at an intersection like this where it isn't really necessary and would be a huge negative impact on the neighbors to the east.
19	Segment #1 - City of Longmont	Other	The irrigation ROW to the south is insufficient. It needs to be piped and maintained by the city.
20	Segment #1 - City of Longmont	Other	I like the roundabout. Consider copying Netherlands with the bike lane on the outside. Concepts can be found here: <a href="http://www.aviewfromthecyclepath.com/2014/05/the-best-roundabout-design-for-cyclists.html">http://www.aviewfromthecyclepath.com/2014/05/the-best-roundabout-design-for-cyclists.html</a>
21	Segment #1 - City of Longmont	Access	People don't know how to use roundabouts and if the speed limit is not reduced, there won't be an opportunity to enter it, traffic going N and S will be favored, happens all the time.
22	Segment #1 - City of Longmont	Safety	This concept might work at entrances and exit of 25, but not at this intersection. New Jersey tried that decades ago. After all the deaths and accidents, they took them out. I live there. It is a death trap now. You will make it worse. People today do not know how to yield. Put a street

				light in with left turn. Look at all the accidents that happened before and during the apartment construction
23	Segment #1 - City of Longmont	Bike Ped		The bike lane abruptly ends a bit south and a multi use path starts a bit north, surely a better design for bikes could have been developed for this small stretch. This plan has bikes weaving in and out of the traffic flow.
24	Segment #1 - City of Longmont	Access		Only one access, creates additional traffic and emergency access issues.
25	Segment #1 - City of Longmont	Safety		Very comfortable with slower speeds due to construction.
26	Segment #1 - City of Longmont	Other		This could be a nice place for neighborhood center with shops
27	Segment #1 - City of Longmont	Access		Full movement would be better. This will add VMT.
28	Segment #1 - City of Longmont	Other		Nicer narrow. Seems un-needed to widen and wasteful.
29	Segment #1 - City of Longmont	Access		Would appreciate the speed limit lowered, we live along this road and it's hard to get out of our driveway with the volume of traffic. A roundabout would make it worse, traffic lights provide a break in traffic.
30	Segment #1 - City of Longmont	Bike Ped		PLEASE add a light here with crosswalk. Mill Village needs to be safely connected to the path down to the Greenway and this will solve that problem.
31	Segment #1 - City of Longmont	Bike Ped		Since this south portion of the segment does not seem to include bike lanes and the multi use path is likely to serve as a bike path please unsure that the connection from the northwest

				corner to this southeast corner is strong, for example there should be signage and cross walk painted in this right hand turn lane.
<b>32</b>	Segment #1 - City of Longmont	Bike Ped		A flashing pedestrian crossing might be a good idea here to ease east west movement.
<b>33</b>	Segment #1 - City of Longmont	Access		No way to get out. Everything is funneled here. Have to go down and around, which adds about 1/2 mile VMT per trip to WalMart.
<b>34</b>	Segment #1 - City of Longmont	Other		Trucks use this and it is marked "Not a Truck Entrance." Based on behaviour, should clearly be a truck access. Plus, reduces VMT.
<b>35</b>	Segment #1 - City of Longmont	Access		Cars go very fast. Hard to take a right and get over to take a left.
<b>36</b>	Segment #1 - City of Longmont	Other		This intersection should be a round about.
<b>37</b>	Segment #1 - City of Longmont	Bike Ped		Missing sidewalk connection here. Very odd.
<b>38</b>	Segment #1 - City of Longmont	Access		Trucks don't use this. Seems wasteful to make trucks go around. Adds probably 1/2 mile VMT per truck.
<b>39</b>	Segment #1 - City of Longmont	Other		Hopefully this develops more traditionally than suburban; make neighborhoods.
<b>40</b>	Segment #1 - City of Longmont	Other		Make this a neighborhood if it develops; traditional

41	Segment #1 - City of Longmont	Other	This does not feel like "human habitat" nor a gift for future generations, but instead a gift to develops from our easy-money central bank system. What a shame ...
42	Segment #1 - City of Longmont	Safety	Very confusing intersection. Lots of "near misses." Bring down speed, narrow and put in roundabout. Would slow speeds, but increase throughput.
43	Segment #1 - City of Longmont	Safety	This "merging area" causes issues. People use it to speed ahead, especially trucks
44	Segment #1 - City of Longmont	Bike Ped	No bike lanes
45	Segment #1 - City of Longmont	Bike Ped	I don't understand the multi use path that connect to nothing on either end but since it seems there is no on street bike lane this should help cyclists navigate the roundabout more safely as long as it is designed to connects to the street surface with a ramp.
46	Segment #2 - Boulder/Weld County	Safety	Consider adding an additional SB lane (climbing lane for trucks going up the hill). Also have concerns with roundabout at bottom of hill and accident potential on snowy/ice packed roads.
47	Segment #2 - Boulder/Weld County	Bike Ped	Are there any bicycle improvements along this segment?
48	Segment #2 - Boulder/Weld County	Bike Ped	Love this! A great connection to Sandstone and the Greenway for east Longmont.

49	Segment #2 - Boulder/Weld County	Congestion	This intersection needs improved and I support the round about, people can't seem to use a four way stop any better than the round about and with all the trucking traffic here allowing big trucks to keep moving, albeit slowly, may be better than having cross traffic stop. I hate seeing signals in rural areas where they don't fit and are not needed 95% of the time.
50	Segment #2 - Boulder/Weld County	Other	Will need to get much more information on this segment as it will directly affect personally property.
51	Segment #2 - Boulder/Weld County	Other	Please preserve silver maples lining the east portion of the project.
52	Segment #2 - Boulder/Weld County	Other	What does the designation P/L on the drawings mean.
53	Segment #2 - Boulder/Weld County	Bike Ped	Shoulder does not equal bike lane.
54	Segment #2 - Boulder/Weld County	Safety	As residents and the property owners on the NW corner of the proposed roundabout, we perhaps will be impacted as much as any other neighbor/concerned party. We support the single lane roundabout as proposed, as the best option for slowing traffic, increasing safety for bicyclists and motorists and potentially enticing the rerouting of heavy commerce traffic. The Pleasant View Ridge School (circa 1899) is a registered Boulder County landmark and, along with the historic cemetery, must be protected from encroachment, molestation, and unintentional impacts (such as water drainage from culvert redirection). The mature trees on the SE corner also warrant protection as much as possible; they provide habitat and are home to generational owls, other birds and other wildlife. Wildlife crossing and signage should be

			considered as part of this development plan. The raised median warrants a xeriscape design, compatible with the rural area. Working in tandem with the 15 mph roundabout, we strongly request stop signs be placed on Oxford Rd at 115 and 119 intersections. Currently, speed is unchecked on the 2 mile stretch of this "country road" to 287, enticing out-of-area commuters and scofflaws to use this road as an unpatrolled speed track. We appreciate the invitation to participate in this proposed project and request continued inclusion as plans proceed. Thank you. Ellen and Stuart Radio
55	Segment #2 - Boulder/Weld County	Safety	Stop signs would be the simplest, cheapest and least obtrusive solution. They are also very effective at speed control. This may keep traffic flowing, but it takes up a lot of ground. In general, I like traffic circles but to me they seem more appropriate in an urban setting.
56	Segment #2 - Boulder/Weld County	Bike Ped	For cyclists, will there be a detour option or way to pass over during construction?
57	Segment #2 - Boulder/Weld County	Safety	At night this will need to be well lit. Add blowing snow. What is in the center of the roundabout. Plan on many coming in too fast to make it.
58	Segment #2 - Boulder/Weld County	Bike Ped	Where are the bike lanes?
59	Segment #2 - Boulder/Weld County	Other	Should be a roundabout.

60	Segment #2 - Boulder/Weld County	Other	Should be a roundabout.
61	Segment #2 - Boulder/Weld County	Other	Why is a traffic circle needed here? Especially if a circle is added at CR 16 1/2, this would seem to be unnecessary.
62	Segment #2 - Boulder/Weld County	Access	Weld County families live east of ECLR1 on what you call due to a historical misnomer, WCR 18. This road is actually privately owned by 4 different residents, going east, the first 1/2 mile (which does not run along a section line, it's diagonal to it), is owned by the Rasmussens, the second part is owned by the Harper/Del Tufos, the 3rd part is owned by the Kraffts, and the 4th part is owned by the Fosters and it dead ends on their property, with a total of about 4/5's of a mile of dirt driveways from ECLR1 to the end of the dead end. These are privately owned and function purely as our egress and ingress to a Public Road and driveway. Weld County will tell you it is a Public Road but it is not. There are six families who use what I will call Rd18, though it is just a driveway, many of whom have lived at this dead end for 12, 20 and over 30 years.
63	Segment #2 - Boulder/Weld County	Other	Part 1: The roundabout you are recommending in the master plan is not a good idea for many reasons. It's completely obnoxious. It's unnecessary. It will ruin the wooded area on the SE corner. It will slow down, in front of our driveway, huge oil and gas tanker trucks. The corner and the roads there are much too narrow to add a huge cement structure. I exit and enter ECLR 1 numerous times a day onto Road 18. 95% of the time there is no traffic and I just enter the road. Yes, when I do need to enter when traffic is heavy people are going 50 or so miles per hour. When I was in the online discussion you said that people go as fast as they can due to the comfort level of the road. So then, why would you widen the road in this area 5 feet on either side because that would encourage more speed? Better to leave the road the width it is, and add at least 2 of the electronic speed control signs with automatic ticket givers on both sides (2

64	Segment #2 - Boulder/Weld County	Other	<p>on each side 35mph and down to 25 mph) of ECLR1 as you approach Oxford/Rd 18. Just like on Via Appia between South Boulder Road and McCaslin.</p> <p>Part 2: Those signs show your speed, blink when you are going over the speed limit and I know they can be made to take pictures of license plates and send tickets to speeders. Also, they could be installed relatively soon and cheaply. So, please don't widen the road and install a huge obnoxious roundabout. Instead, about 3/4- 1/2 mile north and south of Oxford/Rd 18, place 2 electronic speed signs for each direction, slow the speed limit down to 35 mph and then to 25mph. People respond very well to these signs and after a few tickets would start slowing down. The project would be infinitely cheaper, could be done much sooner, and the actual purpose of the whole project would be achieved SAFTEY! It would slow people down to make that 3 way corner safer for everyone! Also add 2 of those electronic signs on Oxford Road going east starting at 119th avenue, so by the time people arrive at the stop sign at Oxford and ECLR1 they are going 25 mph. This would slow people down and thereby help all of the residents on Oxford as well. Also it would keep commuters from speeding and help with slower agricultural vehicles so they can make their turns etc. The roundabout does not fit reality on this corner, multiple electronic speed signs and tickets, and keeping the road the width it is (with bike lanes added), and reducing the speed limit dramatically as you approach that corner with electronic speed limit signs would make everything safer for everyone and not ruin the character of the area. Please add these signs soon and give it a trial run for 2 years before you reconsider this obnoxious and unnecessary roundabout that impinges on so many people's private property and the character of the area. Thanks for reading!</p>
65	Segment #2 - Boulder/Weld County	Access	<p>The dirt road to the east is a private road and should not be included in a roundabout. Drivers do not use roundabouts properly or safely. The most cost effective and simple solution would be to add stop signs on CLR. This is an agricultural area and farm equipment, hay trucks and horse trailers would have a challenging time navigating a roundabout. This proposal encroaches on agricultural properties, livestock and mailboxes. The residents are responsible for maintaining this road. Drivers on a roundabout would most certainly take a wrong turn and</p>



				end up driving this dirt road. The only place to turn around safely is 1/2 mile down on private property, which is not appropriate for a road that is not maintained by the County.
66	Segment #3 - Town of Erie	Other	Another good use of the roundabout!	
67	Segment #3 - Town of Erie	Safety	This will make it much safer to turn left from Kenosha onto Countyline.	
68	Segment #3 - Town of Erie	Safety	Roundabouts are dangerous. People don't understand it's the same rules as a 4-way stop in regards to yielding. With the increase in development at Morgan Hill there will be more traffic. What we need are more lanes, not a roundabout.	
69	Segment #3 - Town of Erie	Other	Happy to see a roundabout! They work great	
70	Segment #3 - Town of Erie	Bike Ped	As I mentioned in the 12/16 Zoom meeting, if Erie plans to extend the Coal Creek Trail adjacent to the (realigned) Coal Creek drainage, north of the dog park and toward Kenosha Road, would the trail pass over or under East County Line Road? Will the proposed bridge accommodate an underpass or would cyclists and pedestrians cross at-grade. (That is, will an even newer bridge need to be built in that area, eventually, to take into account trail use?) From the perspective of a cyclist (safety) and taxpayer (I don't like to pay twice for something).	
71	Segment #3 - Town of Erie	Congestion	Increased traffic causes a steady stream through the roundabout, Kenosha traffic difficult to enter. Will cause backup on Kenosha.	
72	Segment #3 - Town of Erie	Access	Are these roundabouts able to handle large farm tractors and equipment? The one on Erie Pkwy & 119 have narrow lanes	

73	Segment #3 - Town of Erie	Bike Ped	If we have the new path (ped & bike) before Erie Village turn, why do we need to have bike lanes on this section of CRL1? Keep the bike traffic to the new path???
74	Segment #3 - Town of Erie	Safety	50MPH speed limit at this point....to fast for turning into Erie Village since cars are slowing to get in left turn lane. 50MPH needs to be moved down past Erie Village
75	Segment #3 - Town of Erie	Safety	No median-The McStain development (W) is exiting higher onto CLR1 than the driveway (E). A median will block visibility when exiting the driveway turning south.
76	Segment #3 - Town of Erie	Other	Median is a waste of land taken from the current residents owning the properties
77	Segment #3 - Town of Erie	Other	Maintain the current 2 lane to preserve our old town feel. Expand the lane to 3 past Erie Village turn offs. Also decrease speed limit until after Erie Village. The 35mph is not maintained and there is tailgating in this area.
78	Segment #3 - Town of Erie	Other	I think a light will not be helpful. Better to have a roundabout.
79	Segment #3 - Town of Erie	Other	The only time there is traffic is when school lets out. So, maybe an extra lane near the school. Other than that, we don't need extra lanes in Erie on County Line Rd and it will take away land, and that small town feeling that makes Erie special.
80	Segment #3 - Town of Erie	Other	Should be a roundabout.
81	Segment #3 - Town of Erie	Bike Ped	which side of road is path planned on? concerned with proximity to pasture fencing and boundary. road is already dangerous in our area because of speed of vehicles and hill just north of our property. Safety concerns have been discussed with Boulder County transportation department.

82	Segment #3 - Town of Erie	Safety	I'm not sure why a roundabout is proposed here. As a cyclist who make a left hand turn from Kenosha on to Countyline, I feel like it's safer for me to make a lefthand turn as it stands now as opposed to going around this solution to slow down vehicles from the standpoint if cars don't stop while I'm going around it.
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