

Public Hearing Comment Form



CF1

First Name: [REDACTED] Last Name: [REDACTED]
 Address: [REDACTED] City: [REDACTED] Zip Code: [REDACTED]
 Email Address: _____

We welcome your comments on the US 6 and Wadsworth Environmental Assessment and Draft Section 4(f) Evaluation! Please print clearly and provide enough detail to ensure our understanding of your comments. Your comments will be considered by the Federal Highway Administration prior to making a decision about the project and will be addressed in the Decision Document (anticipated Fall 2009).

Above is my address. I am very ~~concern~~ concerned with the possible U-Turn for people turning North from 6th Ave to Wadsworth. I am concerned about traffic backing-up and causing the possibility of rear-end collisions. Need to be very observant about traffic flow in the 9th Ave area.

CFZ

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1. Services over 80 would be more willing to give up dining of circulation buses will circulate around neighborhood + to such points as to East Real Point, Red Rocks, + Nevada's Belvedere. Other would find this helpful, but near 2, broog) (Safety Benefit)
2. It would prove a ballot to bring up push up date for 6th Avenue to Downtown. Especially under side to Downtown



CF3

First Name: [REDACTED] Last Name: [REDACTED]
[REDACTED] City: [REDACTED] Zip Code: [REDACTED]
Email Address: [REDACTED]

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Given that Lakewood has very strict signage/advertising regulations for businesses, how will business access be affected during construction? Will businesses in the area be allowed signage (directional) during construction that they would not normally be allowed? Will sections of Wadsworth be blocked off that will adversely affect business access? How will this issue be addressed?

Public Hearing
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CF4

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Last Name: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

Zip Code: [REDACTED]

Email Address: [REDACTED]

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Sound walls are a blessing to the property next to them; however they create a wind tunnel effect which brings trash in large quantities to the adjacent properties. Any possibility the engineers can prevent this trash problem?

Perhaps being on the north edge of the frontage road?

Or find the trash source and enforce existing fine structure.

7373 W 6th Ave. Could the driveway be reconfigured to allow for solid south edge sound wall on property? Perhaps a joint driveway to the west for this and the property to the east? Then the sound wall could be totally on the north side of the two-way frontage road all the way to Crescent Lane.



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The proposed roadway improvements @ US 6 & Wadsworth represent the best solution to our existing traffic problems.

Especially for the residential zone @ the N.E. quadrant, the encroachment of commercial and through traffic should be greatly diminished. To that end the new sound wall should not only reduce the noise, but will also visually define the boundaries of separation.

Once the service road is re-configured and the sound wall installed, prominent new signage will be needed to aid in the establishment of new patterns of use.



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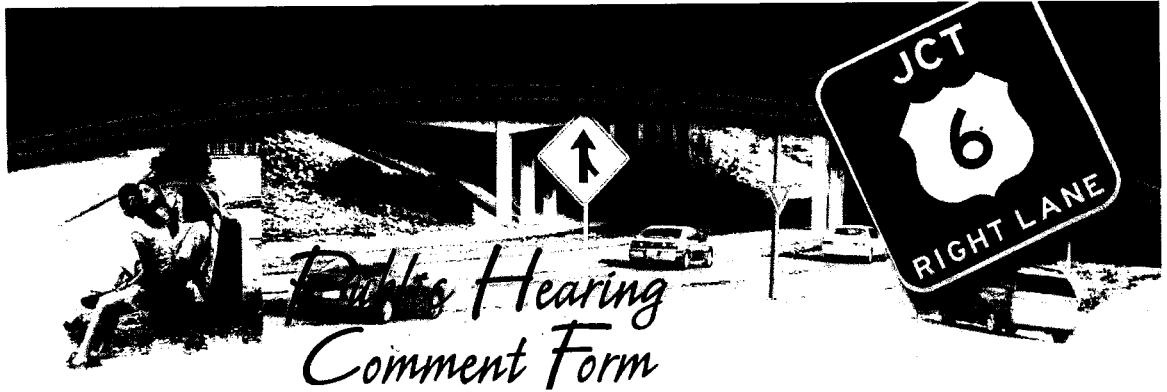
I AGREE THE 6th AVE. AND WADSWORTH BLVD. INTER-CHANGE NEEDS TO BE UPDATED TO SAFELY HANDLE THE EVER INCREASING AMOUNT OF AUTOMOBILE TRAFFIC. BUT I HOPE THERE WILL BE AN ELEVATED SENSE ~~OF~~ OF IMPORTANCE GIVEN TO THE DESIGN FOR MAXIMUM PEDESTRIAN AND BICYCLE SAFETY. ALTERNATE MODES OF TRANSPORTATION WILL INCREASE ON WADSWORTH BLVD. WITH THE COMPLETION OF THE RTD WADSWORTH LIGHT RAIL STATION, AND AS OUR SOCIETY AND ECONOMY CHANGES.

THESE TWO VERY LARGE PUBLIC TRANSPORTATION PROJECTS BEING DEVELOPED WITHIN CLOSE PROXIMITY TO EACH OTHER OFFERS AN EXTRAORDINARY OPPORTUNITY TO SET AN EXAMPLE OF HOW ALTERNATE MODES OF TRANSPORTATION CAN BE SUPPORTED IN CONJUNCTION WITH MORE TRADITIONAL AUTOMOBILE TRAFFIC. PLEASE GIVE PEDESTRIANS AND BICYCLISTS YOUR FULL ATTENTION IN THE BUILDING OF THIS PUBLIC PROJECT.

Respectfully,

Scott Koop

WARD 2, LAKEWOOD



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HAVING USED THE 6TH & WADSWORTH INTERCHANGE FOR SEVERAL DECADES WITHOUT INCIDENT MY QUESTION IS: WHY CHANGE WHAT ISN'T BROKEN? EVERY STOP LIGHT ADDED INCREASES THE LIKELIHOOD OF SERIOUS ACCIDENTS, CLOGGED TRAFFIC & EXTRA POLLUTION FROM IDLING VEHICLES. THE CLOVERLEAF DESIGN HAS PROVEN ITSELF OVER 70 OR MORE YEARS. ADDING ANOTHER SIGNALIZED INTERSECTION WITHIN A BLOCK OF THE EXISTING ONE SPELLS "GAIDLOCK", REPLACING A CLOVERLEAF WITH A LEFT TURN ACROSS HEAVY TRAFFIC INVITES ACCIDENTS - ACCIDENTS @ CLOVERLEAFS ELIMINATE. IS THIS A "STIMULATED MAKE-WORK PROJECT"?

LEAVE THE EXISTING DESIGN ALONE, ADJUST THE LANE STRIPING AND SPEED LIMITS FOR ON/OFF TRAFFIC BUT LET THE PROVEN ENGINEERING DESIGN DO ITS JOB, PERHAPS YOU COULD CRACK DOWN ON THE TEXTING, PHONING, EATING & DRINKING DRIVERS INSTEAD.*

THIS APPEARS TO BE AN UNNEEDED, UNWISE, ANGRY KILLING, PUBLIC BOON DOGGLE AND WASTE OF PUBLIC FUNDS.

* THE "WEAVING" OF TRAFFIC IS A BASIC DRIVING SKILL. PEOPLE WHO CANNOT MANAGE THE TASK CAN'T HEED STOP SIGNALS & TURN ARROWS EITHER