

# **Town of Foxfield Traffic Committee**

## **Recommendation to the Foxfield Board of Trustees**

**October 4, 2018**

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# Executive Summary

The Traffic Committee was formed in May of 2018 with the goal of identifying Foxfield's traffic challenges and formulating solutions based on research and resident feedback. The focus of the Committee has been solving the speeding and traffic volume issues within our community. We presented our research findings to the community on August 23, 2018 and followed up with a mail-in survey. The Traffic Committee is submitting our formal recommendation, based on our research and the results of the community survey, for the consideration of the Foxfield Board of Trustees.

## Community Survey Results

A survey was mailed to each household in Foxfield to be mailed back by September 12, 2018. A total of 161 households (181 individuals) responded to the survey, giving a response rate of 58.3%. All three wards were well represented. The complete, compiled results and survey comments can be found in Appendix A.

While 48.3% of residents classified their personal driving experience as Easy or Very Easy, a significant number clarified that that was entirely dependent on the time of day when they were attempting to drive. However, when asked about pedestrian activities, such as walking, biking, or riding a horse, only 31.3% of residents found their experience to be Easy or Very Easy. The comments contained many concerning stories of being pushed into the ditch by drivers and generally being too afraid of road conditions to either walk during rush hours or at all. The lack of sidewalks was a common theme as well.

When asked about road conditions in our community as a whole, residents expressed a strong concern over both issues: volume due to cut-through traffic and speeding. A total of 84.4% of respondents believe that Foxfield has Significant or Very Significant traffic volume, and 73.9% of respondents believe that the speeding is Significant or Very Significant. When the Committee compared the responses to their addresses, it was interesting to note that even respondents that don't live on Foxfield's busier streets believe that traffic is a major issue for our community that needs to be addressed.

The survey showed strong support for the Traffic Committee's proposed solutions of installing traffic control gates (78.7% in favor) and speed humps (64.7% in favor). The comments about traffic control gates were generally brief (ex. "Great idea" and "Yes!"), with a handful of logistical questions that will be addressed during the implementation process. Comments about the humps frequently mentioned using them only as necessary, which is reflected in the Traffic Committee's speed hump recommendation. Those in opposition to the speed humps noted that they can be bothersome to residents, horse trailers, and vehicles.

Finally, there was very strong support (83.8%) for funding this project using money from Foxfield's General Fund. There were an equal number of comments specifying "no increase in taxes" and a willingness to explore other funding options. Many commenters also specified funding for one proposal or the other only. Most respondents who marked "No" added a clarifying comment that they were opposed to the proposed projects in general.

## Recommendations

The Traffic Committee recommends taking a two part approach to address the volume and speeding issues impacting our community. We recommend starting by installing traffic control gates, one on S Richfield St, south of E Hinsdale Ave, and one on E Fremont Ave, just east of Parker Rd. These gates are designed to reduce traffic volume by blocking cut-through vehicles during rush hours. We recommend beginning the process to implement gating as soon as possible.

The second part of the solution is the installation of speed humps. Speed humps are a very effective way to reduce speeding on residential roads. Several months after the installation of gates, new traffic data should be taken.

We expect traffic patterns and habits to shift after the installation of gates so new data is essential. We recommend that the Town work with a traffic engineer to identify locations where the speed humps will have the most impact.

The Traffic Committee recommends budgeting \$100,000 in the 2019 Budget for the installation of traffic control gates. It further recommends waiting until the 2020 Budget to include funds for the installation of speed humps. There is not enough information available at this time to provide a useful figure for the total cost of speed humps.

## **Implementation**

The Traffic Committee recommends beginning implementation as soon as possible. As described in the traffic control gate and speed hump sections, there are many steps to be completed before gates or speed humps can be installed. The expertise we have acquired during the time we have worked on the Traffic Committee, about our traffic issues and about the community, make us ideal to assist as an Advisory Board. Members of the Traffic Committee will continue to attend Board Meetings and be available to answer questions. Traffic Committee meetings will continue to be held on an “as needed” basis until the traffic problems have been resolved to our community’s satisfaction.

# Traffic Control Gate Recommendations

**Purpose:** *reduce volume by eliminating rush hour cut-through traffic*

The majority of Foxfield's traffic volume problem can be directly attributed to cut-through traffic from neighboring communities. Traffic data shows a clear pattern of volume increase during morning and evening rush hour times, which supports that most of this traffic is commuters. By adding traffic control gates at two of Foxfield's entrances, cut-through traffic can be eliminated during rush hours. The entrances off of Arapahoe Road and from the Chapparral neighborhood would remain open at all times. Foxfield will continue to be open and welcoming to those that come here as their destination. The intent is to block those drivers who would use our community and roads as a quick, convenient alternative to the surrounding larger roads that are better designed to accommodate commuter traffic.

## Highlights

- Physical barriers, such as gates, prevent cut-through traffic. Therefore we recommend installing traffic control gates at two strategic locations.
- Reduced traffic volume will return rural residential feeling to Foxfield.
- Residents maintain full-time access to all of Foxfield's entrances with RFID stickers on vehicles. RFID stickers are a less expensive option for residents needing access for multiple vehicles and cannot be lost or transferred to unauthorized users.
- Gates open in under 2 seconds, preventing back-ups in front of the gates and minimizing inconvenience to residents.
- Gate closure times will be limited to only busiest, most impactful times of the day. Gate schedules are easily adjustable to meet the current needs of the community.
- Emergency services can easily open the gates, preventing any delays in response time. South Metro Fire District is very familiar with accessing residents within gated communities and did not foresee any challenges with our far less substantial, proposed traffic control gates.
- RFID stickers can be provided to ACSO to give the police access at minimal cost.

## Locations

Foxfield's eight entrances make it nearly impossible to fully gate the town due to terrain and existing infrastructure challenges as well as lack of adequate right-of-way to provide adequate space for turn-arounds. There are a variety of routes through town that drivers take but the common destination is the south exit from Foxfield, on S. Richfield St., to access the light at Broncos Parkway. By focusing on blocking access to this common destination, gating the entrances connecting to Arapahoe Rd and Chapparral becomes unnecessary.

### *S Richfield Street Gate*

The Committee recommends installing a gate on S Richfield St, just south of E Hinsdale Ave, at the existing median (see Figure 1). Cars approaching the gate from the north would be warned of the closure with signage and could turn east or west on E Hinsdale Ave to avoid the gate. Cars approaching the gate from the south would also be warned with signage. A turn-around would be constructed south of the gate to be located on the Chenango bridle path in the city of Centennial. Chenango has already been approached by the Traffic Committee and has shown interest in allowing the use of their bridle path land. They have also suggested that they would consider sharing the cost of paving the turn-around, since the presence of a gate would be mutually beneficial. After paving, the city of Centennial would manage maintenance of the turn-around.



Figure 1: Proposed turn-around location on Richfield St, south of Hinsdale Ave, on the Chenango Bridle Path

#### *E Fremont Avenue Gate*

A second gate blocking the exit at E Fremont Ave would be necessary to prevent rerouting traffic. Without it, drivers could exit Foxfield at this location, then make a left onto southbound Parker Road to access Broncos Parkway. Due to the lack of traffic light at this intersection, this would create both a safety issue and back-ups as drivers tried to make a left across a highway during rush hour, to go south to access Broncos Parkway. In the evenings, cut-through traffic entering at Fremont would also be blocked. The exact placement of this gate would need to be determined by a traffic engineer and subject to approval by CDOT, depending on its proximity to Parker Road.

Two locations have been proposed by SEH. Figure 2 places the gate nearest to Parker Road. Less, but still adequate, cuing space would be provided and the gate would be clearly visible from Parker Road, discouraging drivers from turning onto Fremont when the gate is down. The grade at this location is also much flatter and the existing median could be utilized to place the gates. This location is in CDOT's right-of-way, however, and would be subject to a more extensive permitting process.



Figure 2: Proposed location of traffic control gate on Fremont Ave, closest to Parker Road

Figure 3 shows the gate located on E Fremont Ave, about half-way between Parker Rd and E Easter Way. While this location provides more room for cars to safely cue off of Parker Road, the grade is about 7% at this location which could cause problems for vehicles in winter conditions. On the rare occasions that Fremont is experiencing snow pack, the gate could simply be left open to avoid forcing cars to stop on a slope. We do not foresee needing a large cuing area since all of the gates being considered open in under 2 seconds.



Figure 3: Proposed location of traffic control gate on Fremont Ave, east of the median

## Survey Findings

The vast majority of respondents, 84.4%, believe that we have a ‘Significant’ or ‘Very Significant’ problem with volume and cut-through traffic in our community. The survey results were overwhelmingly in favor of installing traffic control gates (78.7% in favor, 20.7% opposed).

Comments were generally brief. A few expressed interest in expanding the number of locations or hours of operation and some concern was expressed over the durability of the gates, seeming unwelcoming and the gates’ ability to block cut-through traffic. Given the large response to the survey overall and the clear results, we recommend that the Board not hesitate in beginning the process to implement gates before the close of 2018 so that gate installation can be completed by early 2019.

## Gate Detail Recommendations

Each of these final details will be up to the Board’s discretion to decide, however, the following are the recommendations of the Traffic Committee, based on our research and findings from the community survey. Please see Appendix B for specific examples of gates and cost estimates.

### **Style:** Traffic Control Gate



This simple and functional style of gates would meet our community’s needs. The gates open quickly to minimize inconvenience to residents and minimize necessary cuing space. They are cost effective and avoid the ornate style that many residents felt was incongruous with the feel of our rural residential community. In the event that the gate is hit, the arm snaps off and is fairly inexpensive to replace. Adding cameras to the gates would allow the Town to recoup the damage expenses or even implement a fine for tampering with the gates. There are many options and upgrades available for these types of gates, as discussed in the following sections, which make them both convenient and effective.

### **Openers:** RF ID Stickers, no key pad

The Traffic Committee recommends using RFID stickers that are directly attached to the vehicle as the method of opening the gates. There are several companies that manufacture RFID stickers and their readers. One estimate we have received was for \$8 per sticker, direct cost from the manufacturer. We recommend providing two free RFID stickers per address and charging residents \$10 per sticker for additional vehicles. RFID stickers must be registered in a database to specific cars so we recommend hosting a few events to distribute the stickers. Residents would need to show their vehicle’s registration with a Foxfield address and be able to drive the car to the event location to receive their RFID stickers. Stickers should be placed on the cars at the event to insure that they are on the correct vehicle. These stickers are non-transferable and designed to come apart when removed. Individual stickers can also be deactivated by removing them from the database. This is useful if residents move or sell their vehicles.

The Traffic Committee recommends not installing a key pad with pin to access the gates. We feel that there is a high likelihood that the key pad will be abused for access by cut-through traffic. Since there will always be access to town available from Arapahoe Road, among other options, allowing key pad access to the gates is unnecessary. If the Town finds that not having a key pad is causing a significant hardship to residents, they are easy to add at a later date.



**Schedule: Rush Hours & Late Night Hours**

Traffic control gates can be fully scheduled and adjusted easily. Initially, we recommend that the gates remain closed 24 hours a day during the week and from midnight to 6 am over the weekend. After at least a month, the closed hours can be gradually weaned back until reaching a final use schedule of approximately midnight to 9 am and 3 pm to 6 pm weekdays and midnight to 6 am on weekends. Adding overnight hours was in response to community member suggestions that the gates may help deter crime. We do not have specific data or evidence to say whether we expect to see an effect. However, we see no reason not to include overnight hours, at least on a trial basis. Currently, Foxfield does not experience a large volume of traffic during the day and late evenings so we do not see a reason to leave the gates down full time. However, if community needs or preferences change in the future, the gate closure schedule can easily be adjusted.

**Openers for Surrounding Communities: No, with a few exceptions**

The goal of installing traffic control gates is to reduce the volume of traffic cutting through Foxfield. To do this successfully, we must limit access to the gates as much as possible. Our neighboring community to the south, Chenango, experiences a significant negative impact from cars that cut-through Foxfield into their community. Because they are unable to gate their community, they have expressed interest in partnering with Foxfield to support our installation of a gate on Richfield by allowing the turn-around to be paved on their land. Allowing all of Chenango to access the gate would create both a logistical issue and potentially defeat the purpose of the gate itself by allowing too many vehicles in. The gate is expected to greatly reduce the number of vehicles traveling along their section of Richfield and the west section of Jamison. Since a moderate number of Foxfield residents will still have access to cut through that section of Chenango, the Committee recommends that Chenango residents that live directly along that specific section of Richfield and Jamison *only* be given the option to open the gate.

The Traffic Committee believes that a significant amount of the cut-through volume experienced in Foxfield is Chapparral residents, especially along the route on Hinsdale Ave connecting Chapparral to the exit on Richfield and the Broncos Pkwy light. It would run counter to our goal of reducing cut-through volume to provide gate openers to the residents of Chapparral. In addition, unlike the community of Chenango, Chapparral would not be making a financial contribution to support the installation costs of the gates or the maintenance costs of Foxfield's roads. Therefore the Traffic Committee believes that it would not be in the best interest of the residents of Foxfield to offer access to Chapparral residents or residents of any other surrounding communities not discussed.

It should be pointed out that, because the gates are only expected to be down during rush hours, only commuter traffic using our streets as a quick detour will be blocked. Residents of neighboring communities will still have access and be welcome to come into Foxfield to visit residents, enjoy the view and rural atmosphere, walk in the open space, etc. We do not expect blocking commuter cut-through traffic to create a sense of unwelcome or un-neighborliness toward our surrounding communities.

**Power Source: No Preference**

The Traffic Committee researched this topic extensively and found that installers and manufacturers have different preferences for power source. There does not appear to be a consensus on the issue. Gate manufacturers seem to generally recommend the use of solar panels. Solar panels designed for use with gates can typically handle thousands of lifts per day, well exceeding the needs of the Foxfield gates. They are considered by the manufacturer to be very reliable and are warranted for at least 2 years. Solar power comes with no additional cost and are the most common way to power residential gates.

Installers generally seem to recommend hardwiring the gate. Hardwiring the gate would also be a very reliable option. We have received a bid to install the connection at both gates for under \$10,000 (see Appendix B for details) so we feel that either option would be suitable and cost effective.

**Signage:** Non-flashing warning signs

The Traffic Committee originally suggested utilizing flashing signs to warn drivers when the gates are down. At this time, we recommend using only regular, non-flashing signs to warn drivers of the gates. There were several reasons for this update. Flashing signs cost around \$5,000 each so even just a few would add significant expense to this project. In addition, concerns were expressed that flashing signs would notify drivers of the availability of the cut-through route when the lights were not flashing. Flashing signs can also cause a significant nuisance to residents if placed in a manner that shines into a residence. Instead, we recommend focusing on posting a larger number of signs to warn of the gates' existence but to have those signs not flash or indicate whether the gate is currently open or closed.

**Cameras:** Four on each gate (Two pointing in each direction of travel)

The Traffic Committee recommends installing four cameras at each gate, one for the driver and one for the vehicle license plate on each direction of travel. Video footage is recorded and saved in the gate itself (no wifi or internet connection needed) and would only be retrieved on an as needed basis. Cameras allow the town to record evidence and prosecute individuals who tamper with or damage the gates and recover repair costs. Other communities have established a fine of \$1,000 for tampering with or destroying the gates and we recommend that the Board establish this fine as well. This fine will allow the Town to minimize maintenance costs and prosecute those that vandalize the gate or attempt to open it manually.

## Cost Breakdown

Double-sided traffic control gates:	2 @ \$5,000 - \$17,000 = \$10,000 - \$34,000
Installation:	\$4,000 - \$8,000
Notification signs:	10 @ \$100 - \$300 each = \$1,000 - \$3,000
RFID Stickers Reader System:	2 @ \$2,750 - \$4,000 = \$5,500 - \$8,000
RFID Stickers:	560 @ \$8 each = \$4,500
Opticom System:	\$500 - \$15,500
Turn-around on Fremont	\$10,000 - \$15,000
Turn around at Chenango Bridle Path	\$10,000 - \$15,000
Engineering Fees	\$5,000 - \$7,500
<b>Total</b>	<b>\$50,500 - \$110,500</b>

## Process to Implement

1. Foxfield Board discusses proposal and approves moving forward on project, including adding funding for gates in the 2019 budget.
2. Town Staff are directed to put out an RFP (request for proposals) for gates and paving work.
3. SEH and/or the selected contractor prepares final design for turnarounds on Chenango's bridle path turn and on Fremont.

4. SEH and/or the selected contractor works with CDOT to determine the Fremont gate and turn-around locations. Any applicable permits are applied for.
5. The selected contractor applies for gating permit from SMFD.
6. Review proposals for the Richfield/Bridle Path turn-around with Chenango. Apply for approval from the City of Centennial for installation of turn-around.
7. Install turn-arounds. City of Centennial assumes responsibility for Chenango's Bridle Path turn-around after inspection is complete.
8. About a month prior to operation, post notices that gates will be installed about a month prior to operation.
9. Host several community events to allow residents to pick up RFID stickers for vehicles.
10. Install gates and signs. Gates should be kept closed 24/7 for at least a month after installation. Closure hours can be slowly weaned back to final schedule after initial month.

# Speed Hump Recommendations

## **Purpose:** *to reduce speeding*

The Town of Foxfield currently has several roads on which the 80<sup>th</sup> percentile speed is at or exceeding 5 mph over the posted speed limit of 25 mph. Since the Town does not have any sidewalks, pedestrians, equestrians, children, and cars all must share the road. As speeding increases, the roads become less safe for all activities.

Speed humps are designed to cause the driver to slow but not come to a stop. When designed and placed correctly, they can be very effective at reducing speeding. Speed humps are not designed or intended to address cut-through traffic and we do not suggest attempting to use them in that manner. Instead, the Traffic Committee recommends installing traffic control gates first and waiting several months for new traffic behaviors to be established. After this period, new traffic data should be taken and accessed before proceeding with speed humps. We recommend completing the speed humps portion of Foxfield's traffic calming project in 2020.

## **Highlights**

- Speed humps are very effective and one of the most common ways to reduce speeding.
- They are self-enforcing. Speeding in Foxfield does not seem to follow a predictable schedule, such as with cut-through traffic, so speeders can be very difficult to catch.
- Reducing the speed of traffic would better utilize existing dips by preventing cars from reaching speeds high enough to cruise over them without being jolted.
- The installation costs are fairly low and maintenance costs are minimal.
- Emergency vehicle grooves prevent emergency vehicles from being delayed by providing a path where they do not have to slow to go over the speed humps.

## **Locations**

The Traffic Committee does not recommend any specific locations at this time. Instead, we specifically recommend that the locations of any speed humps installed be determined by a traffic engineer using the most up to date traffic data available. Speed humps are only effective if spaced and located optimally. The Committee recommends waiting several months after the installation of gates to let drivers settle into their new driving routes and habits before attempting to access speed conditions. Data should be taken during the school year to capture the habits of as many drivers as possible.

## **Survey Findings**

On the survey, residents expressed a strong concern about road conditions for pedestrian activities, such as walking, biking, and horseback riding (43.0% selected either Difficult or Very Difficult), and vehicle speeds on our community's roads (73.9% selected either Significant or Very Significant). A strong majority of survey respondents favored the installation of speed humps (64.7% in favor).

In addition, there were several interesting themes within the comments. Many residents described changing or reducing their walking hours due to unsafe road conditions and several near-miss experiences were described. One resident described being hit by a cut-through driver and one comment mentioned a dog being hit. Many residents commented on the lack of sidewalks and expressed interest in pursuing that project in the future. Finally, even among those in favor of installing speed humps, many comments suggested using moderation when add humps to our roads.

## Speed Hump Detail Recommendations

Each of these final details will be up to the Board's discretion to decide, however, the following are the recommendations of the Traffic Committee, based on our research and findings from the community survey. Please see Appendix C for specific examples of speed humps and cost estimates.

### **Style:** Speed Humps

This style of hump is made of asphalt and extends the entire width of the road, has a travel length of about 12 feet, and is about 4 inches tall at the peak. Cars should only have to slow to about 15-20 mph to safely cross them. They are designed to be a gentle reminder to stay within the speed limit, not to damage cars or cause discomfort to vehicle passengers. However, speeding over them does not produce the same minimized jolt that occurs when drivers speed over the dips. More aggressive designs (larger peak height with a short travel distance) are called speed bumps and are not considered by traffic engineers to be appropriate for residential street applications. The Town would open itself up to liability by installing these types of bumps against the recommendations of traffic engineers.

### **Emergency Vehicle Cut Outs:** recommended

Emergency vehicle cut outs are designed to match the larger wheelbase on firetrucks so that those types of vehicles can cross the speed hump without needing to slow. We recommend one set of cut outs per hump, centered on the road, to allow emergency vehicles to briefly straddle both lanes to use.

The exact width needed for the cut outs should be verified with the local fire department. Some larger consumer vehicles have similarly wide wheel bases so it is essential that the Town hire a high quality contractor to pour the speed humps so that the cut out locations are precise and can only be utilized by emergency responders.

### **Driver Notification:** signs, thermoplastic striping, reflective poles

Speed humps must have a sign before the hump and striping to warn drivers of their presence. Thermoplastic striping paint is more expensive but has far superior longevity so we would recommend its use for this application. In addition, we recommend placing a small reflective pole, such as those used by Terracare to mark the edge of the road along turns, to identify the hump in the event that it is obscured by snow.

## Cost Breakdown

Asphalt Speed Hump:	\$1,700 - \$4,000 each
Thermoplastic Striping:	~\$500 per hump
Sign and pole:	2 per hump @ \$100 - \$300 each
Total	\$2,400 - \$5,100 per hump

## Process to Implement

1. Use Foxfield's radar signs to take new traffic data along routes likely to have a speeding problem. If at all possible, data should be taken during the school year. We recommend using a threshold of an 80<sup>th</sup> percentile speed at 5 mph over the posted speed limit to determine if a road is a candidate for consideration.
2. Foxfield Board discusses proposal and decides to move forward on project, including adding funding for speed humps in the 2020 budget.

3. SEH determines locations for speed humps.
4. Town Staff are directed to put out an RFP (request for proposals) for paving work and striping.
5. Install humps, striping, and signs.

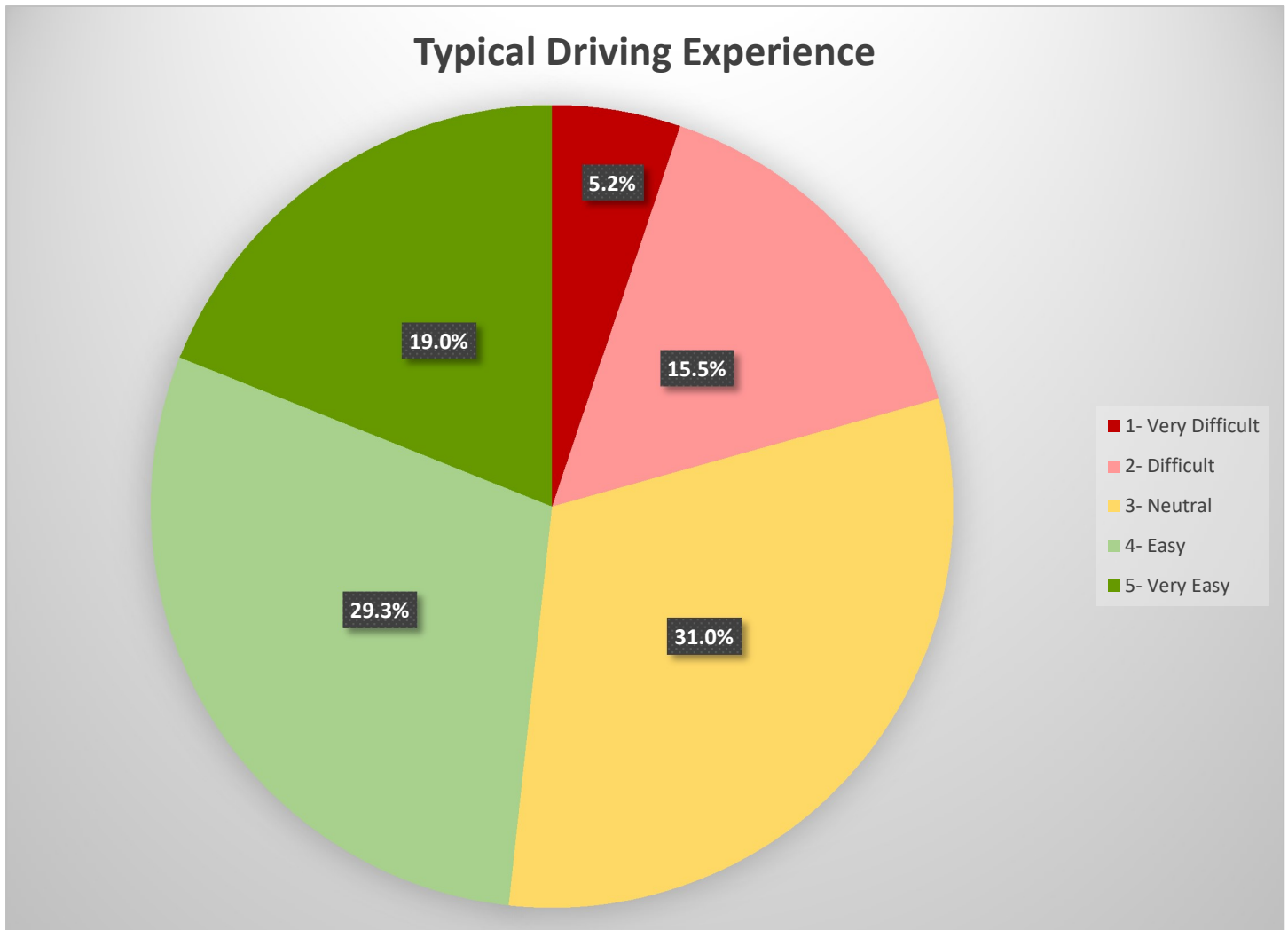
## **Appendix A: Community Survey Results**

# Traffic Committee Survey Results

\*All responses and comments were included and input exactly as written. Results were verified by Town Clerk, Randi Gallivan.\*

1. What is your name and address? **161 households responded; 181 individual responses**

2. On a scale of 1-5, how would you describe your typical experience driving in the Town of Foxfield?



## Comments (38 responses):

### Positive Experiences

- No difficulties. The need for 4-way stops vs 2-way is not evident. To us unless it in some way reduces speeding. We also dislike speed bumps or dips unless necessary to control speeding.
- Only "Easy" because most of our commuting is done "off" hours.
- Even with the high volume of cut thru traffic, I have never had problems driving- still want to minimize the cut thru traffic
- Overall ok. The right turn from Parker Road after fire station could be better

### Negative Experiences:



- During busy times, it's very backed up at the Richfield light to either turn left on Arapahoe or straight to Buckley. Some driveways get blocked by cars in line.
- Except trying to get onto Arapahoe Rd during rush hr; Have waited through 2 or 3 light cycles
- Sometimes we have a hard time getting out of our driveway. Also many cut-through tailgaters
- I have to leave early to get out of our neighborhood
- Nightmare during cut through traffic
- Traffic in morning is extremely challenging. People are speeding.
- I am usually coming & going during rush hour. It is VERY difficult to get on Parker Rd off Fremont.

#### Current Road Conditions:

- Too damn many STOP signs
- Too many dips, stop signs
- wish there weren't so many stop signs/dips
- Speed limits need to be raised
- Too many stop signs on Easter now!

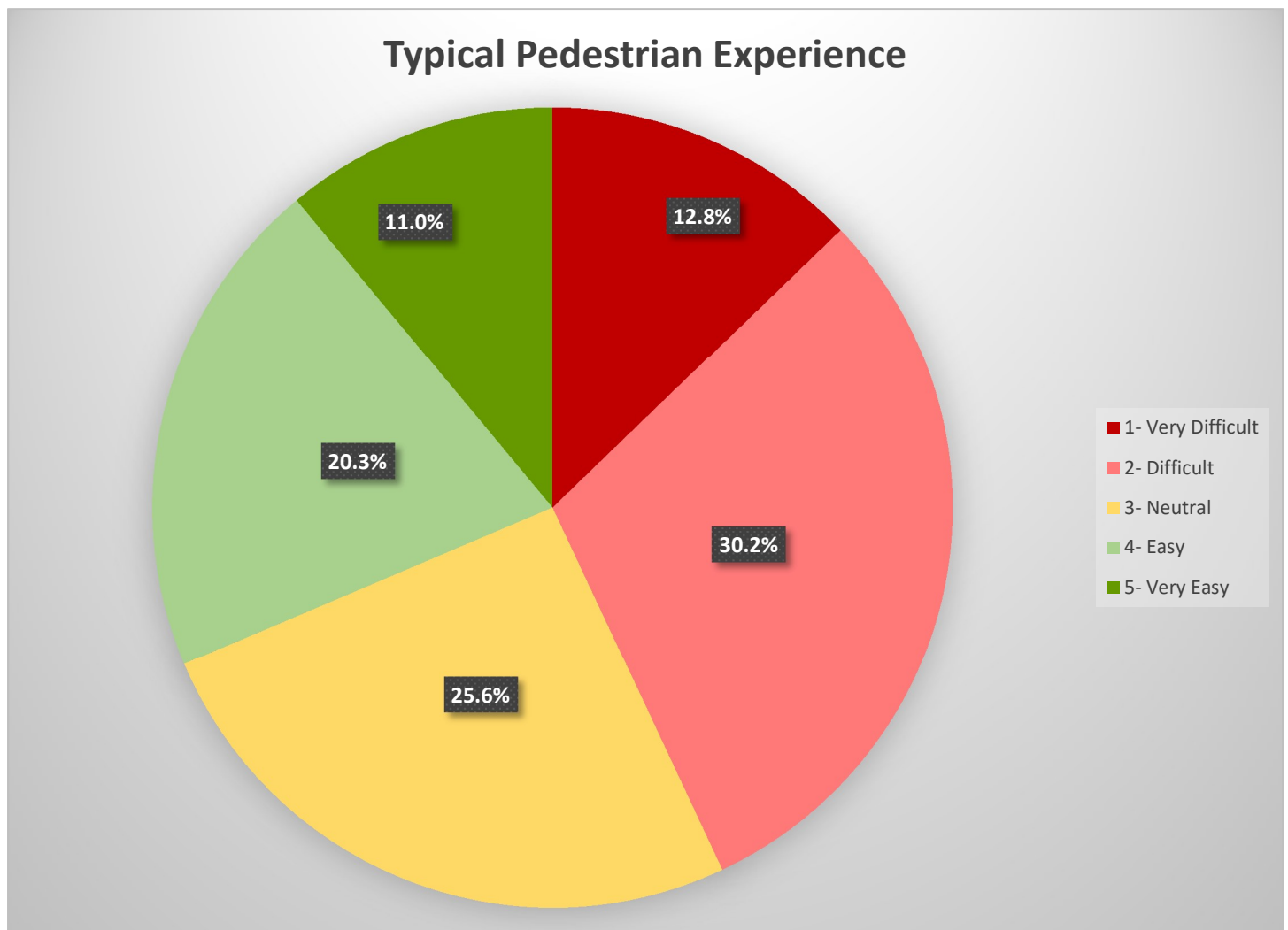
#### Time Dependent:

- During indicated hours
- fine during the day- a mess during rush hour/ heavy traffic on Parker or Arapahoe
- Good overall except during rush hours in morning & afternoon
- It depends on the time of day. Rush hour makes it really difficult.
- (both 2 and 4 were marked) 2- during rush hours; 4- during day
- Traffic congestion during rush hour
- Location & time of day varies from easy to difficult
- (marked 2 & 3) depends on the time of day
- depends on the time
- Overall its 3. During time of traffic its Very Difficult
- durg rush hours- otherwise easy
- Difficult during rush hour
- (difficult, neutral, and easy all marked) Depends on the time of day. :( morning & evening rush, traffic issues
- Really depends on the time and day of week
- At rush hours
- (Marked both 2- evening rush hour and 4- during day)
- Only in the evening- can't get out onto Arapahoe due to back ups on long lines of cars
- Depending upon the time of day!
- with the exception of morning & afternoon cut-thru traffic

#### Other:

- JW Church traffic
- I don't like this question because we all would prob. agree that it's easy much of the time. However, it's a nightmare during rush hours (am/pm) & when the churches are in session. The JW Church is just constant in the mornings & evenings & most all of Saturday & Sunday.
- We are retired

3. On a scale of 1-5, how would you describe your typical experience walking, biking, riding horses in Foxfield?



#### Comments (55 responses):

##### Positive Experiences:

- Other than the speeding of cars, the traffic doesn't much affect our walking/running. We don't bike much and we have no horses.
- No problems walking or biking.
- Any time I have walked, drivers have been courteous and careful.

##### Negative Experiences:

- I had one bad experience while walking that I was run off the road into a ditch by a driver speeding to get to the church.
- It seems that most visitors to FF have no idea about speed and how to behave around pedestrians. I have had scary experiences.
- I was nearly hit by vehicle from Chapparral
- I walk in in the AM & the cut throughs are speeding and I have literally had to go into the ditch because they don't move over

- Very dangerous when walking & bike riding
- 2- a pain when people speed, actually very annoying & scaring
- I wish drivers stopped at stop signs!
- Cut through traffic makes biking and walking along the roads dangerous
- Some people fly by and do not move over very far
- Traffic- to include honking horns & speeding by horse and sometimes yelling
- Cars do not slow down, extreme volume of traffic; Scared for my 6 yr old to walk on street w/o an adult.

#### Sidewalks/Trails:

- No sidewalks are a concern
- No sidewalks
- Whatever happened to the trails - Peds share road w cars/traffic; Lack of TRAILS
- Whatever happened to the trails??
- Horseback riding: When I had my horse (no longer have one) it was very difficult riding in Foxfield due to traffic and unkept ditches. It would be great if at some point Foxfield could have bridle paths or an arena for us horse lovers!
- We definitely avoid walking during rush hours due to the increase in cars on the road. I would feel so much safer though at any time of the day if we had trails. There are several blind hills around our house.
- We never walk in Foxfield. Too spooked by walking in same areas as cars.
- Our horse path we were promised when we paved the roads never materialized.
- (marked both 2 & 3) Because there are no sidewalks, and many speeders, I have to be very careful during the day, and do not even consider walking @ night.
- only because of no sidewalks or pathways.
- When the measure was passed to pave the roads we were promised a walking/riding path around Foxfield. which was built into the cost of paving the roads. -It was never done! We voted and paid for it.

#### Changing/Reducing walking hours:

- We walk outside of our work schedules which is around rush hours. We have to dodge cars constantly. We have had incidents with drivers cutting through, so have had to pull back our walking. We are having to stop because of all of the speeding & traffic during rush hours & on weekends due to JW church.
- Depends: I won't walk between the hours of 4:00 pm to 6:30 pm due to cut through traffic. Early mornings are ok.
- (circled walking) I walk in the early morning hours. That is the only time walking can be tricky with traffic
- Most walks/rides are peaceful. I avoid walking/riding around rush hour because it is too dangerous. Town residents know to give us room. Others don't.
- I don't walk on our streets for fear of getting hit by a car
- If I'm working I have to ride my bike after work. Impossible during rush hour! Daylight is waning, soon no chance to ride.
- again - time of day - I avoid riding my horse on Easter & Richfield in the late afternoon
- time it appropriately

#### Time Dependent:

- During indicated hours

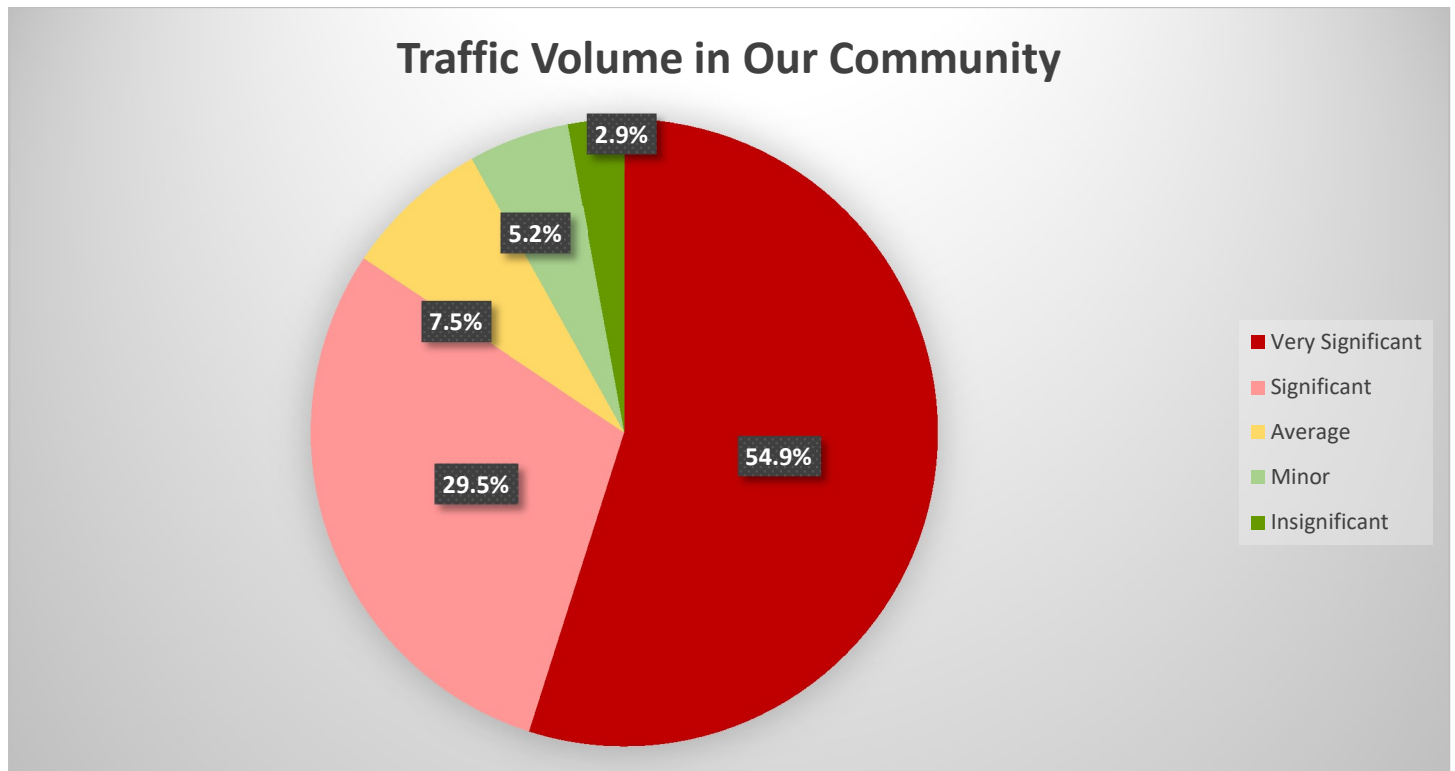
- Depending on the time of day
- Only during peak hours (AM/PM commute)
- 4:30 - 6:00 pm & 7:30 - 8:30 am
- (marked 2 & 3) again depends on the time of day.
- depends on the time of day & the courtesy of the drivers - safety is always a concern
- Depends upon the time of day.
- Especially during rush hours
- during rush hours otherwise easy
- Very difficult at rush hour
- Depends on the time of day
- At rush hours
- I have to be careful if it is after 5 pm- lots of traffic
- during rush hour

Other:

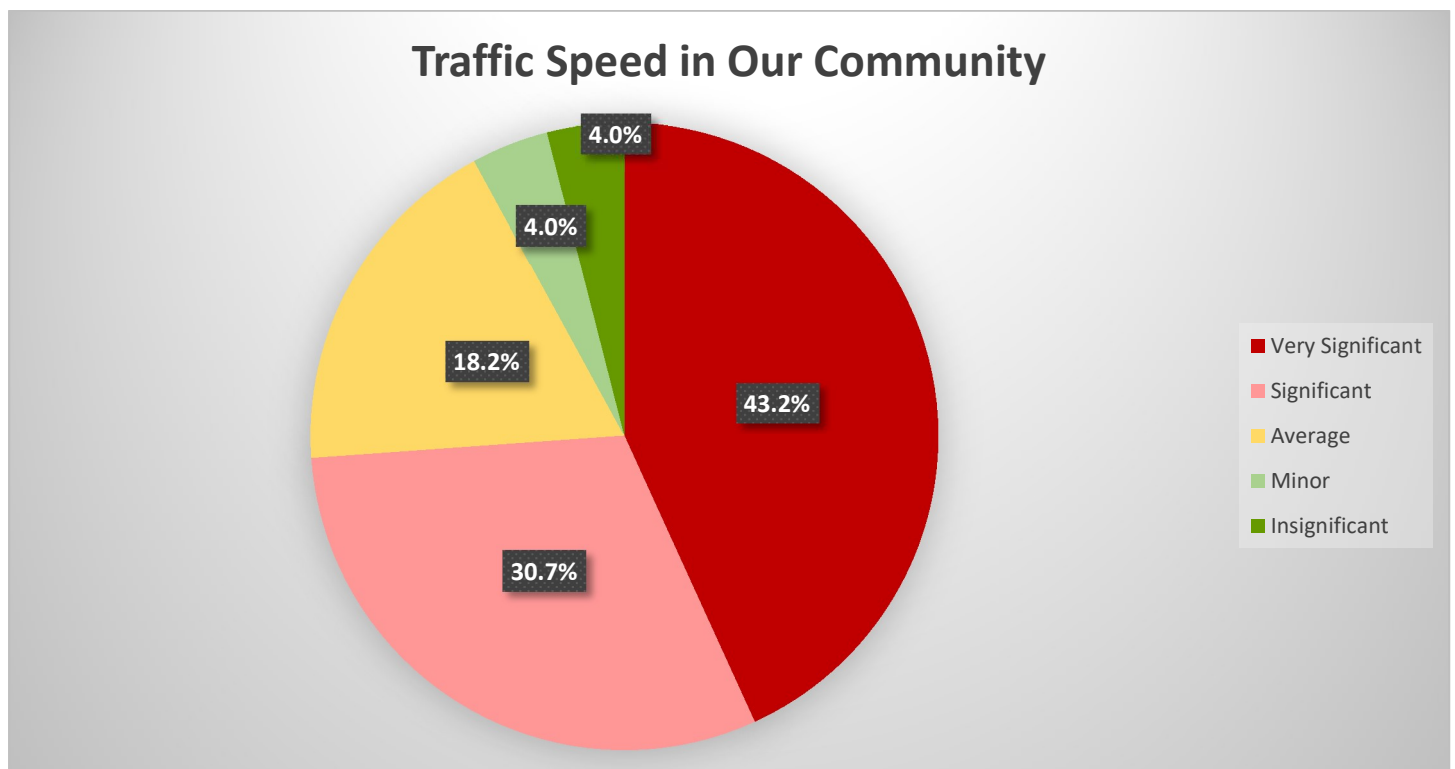
- (added option "OK" between Neutral and Easy)
- (Both 1- Very difficult and 4- Easy were marked with no other comment)
- Too much cut through traffic & fast cars
- I don't do any of these activities
- But if traffic backed up on Arapahoe Rd or Parker our answer goes to Difficult
- On Richfield
- Overall its 3. But when traffic backs up its not fun
- High volume due to cut through traffic
- Large amount of church traffic

4. How significant a problem do you believe the following to be for our community as a whole?

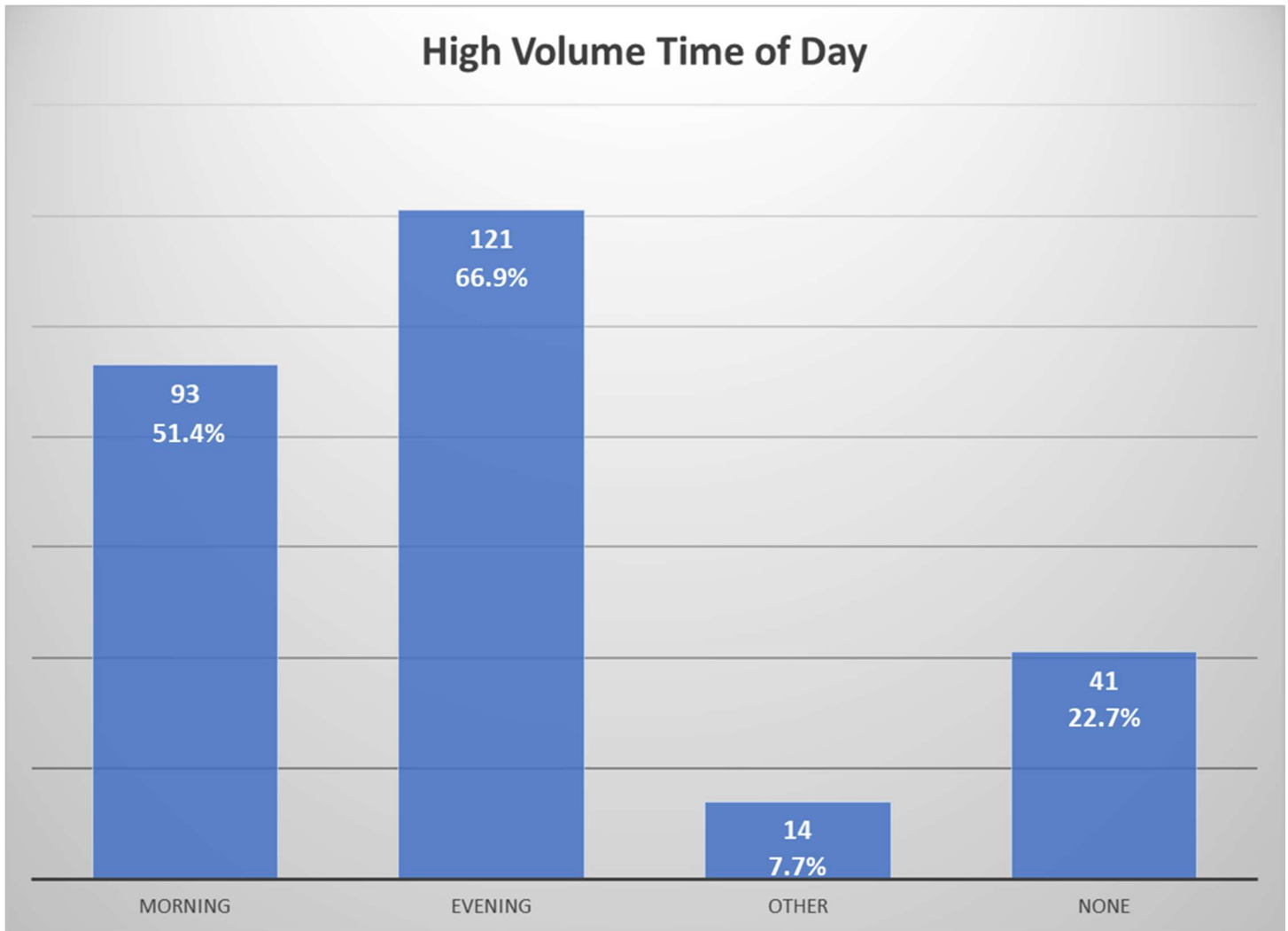
**Volume and Cut-Through:**



**Speed:**



5. If you're affected by volume of traffic, what time of day is the cut-through traffic a problem for you? Circle all that apply.



#### Exact Times (92 responses):

##### Specific Times:

- 3:30 PM - 6:30 PM
- 7:30 - 8 AM
- 7:00 - 9:00 PM; 4:00 - 6:30 PM; Sunday AM
- 6:30 - 9:00 AM; 4:00 - 6:30 PM
- 7:45 AM 4:30 PM
- 7-9 am 4-7 pm
- betw 5 & 6 p
- 3-6 pm
- sometimes lights will not change Buckley Richfield; 6:30 am - 8 am; 3:45 pm - 6 pm
- Once in a while, get stuck at NB Richfield light for a while; 5-6 pm
- 7:30 am; after 5 pm

- 7:30 - 8:00 AM
- 5:30 - 10:00 am; 4:00 - 7:00 pm; Sat & Sun JW Church
- between 7-8:15 am; 4:15-6 pm
- 7-9 (marked morning)
- 3:30 - 5:00 pm
- 8 AM; 6 PM
- 8:00 - 10:00 AM; 4:00 - 6:00 PM
- 4:00 - 6:00 (marked evening)
- 6:00 - 9:00 AM; 3:30 - 7:00 PM
- 5-6 pm
- 7-9 am; 4-6 pm
- 6:30 - 8:00 am; 4:01 - 6:30 pm
- Mon thru Fri 6:30 - 8:30 AM 3:00 - 7:00 PM; Sunday- 9:00 AM - 1:00 PM
- Morning 7:30 AM - 9 AM; Evening after 4:30 PM
- 7 AM - 9 AM
- 4:30 - 6:30 PM; 7:30 - 9:00 AM
- 7-8 (morning); 4:30 - 6:30 (evening)
- 8-9 am; 3-6 pm
- 7:00 am - 9:00 am; 4:30 pm - 6:00 pm
- 4-5:30 evening; 7-8:30 morning
- 5 pm - 630 pm
- 7 - 8 a.m.
- 5-6 pm
- Usually from 4:30 pm - 6 pm. It's really bad if there is an accident on Parker/Arapahoe.
- 8:30 am/ 4-6 pm
- 8-9 am; 3-6 pm
- 6:30 am - 8:00 am; 3:30 pm - 6:00 pm
- 8-9 am
- 5-6 pm
- 5-6 pm
- 7-8 am; 5-7 pm
- 7-9 am/4:30-6:00 pm
- 7-9 am; 4:30-6:00 pm
- 7:30 a.m. - 9 a.m.; 4 p.m. - 6:30 p.m.
- Early eveng walk (4 pm- 5)
- 7-8 am; 5-6 pm
- 7:30 - 8:30 am; 5 - 6:30 pm
- 4:30 - 6:00 PM
- 5-6 pm
- 5-6:30 pm
- 7:00 am - 8:00 am
- 7-8 am; 5-7 pm
- 4:30 to 6:00 pm

- 7:30 am; 5 pm
- 5 pm - 6 pm weekdays
- 5-6 pm North Bound Richfield

General Times:

- During accidents
- Rush hours
- rush hours
- evening occas.
- church traffic
- Church on Costilla; when Church gets out & Thursday evenings (meetings)
- Church time
- Rush hour each
- rush hour
- Rush hour- morning; rush hour in afternoon sometimes blocks our driveway
- Sunday all day
- Sunday from JW Church
- afternoon rush
- Time when people assembled in church on Castilla

Not Affected:

- N/A
- N/A
- not
- Not at all
- Rarely affected
- Not affected
- Not affected; My commute begins at 04:30 AM
- n/a
- n/a
- none
- n/a
- not affected
- not affected
- Not affected.
- Not affected at all

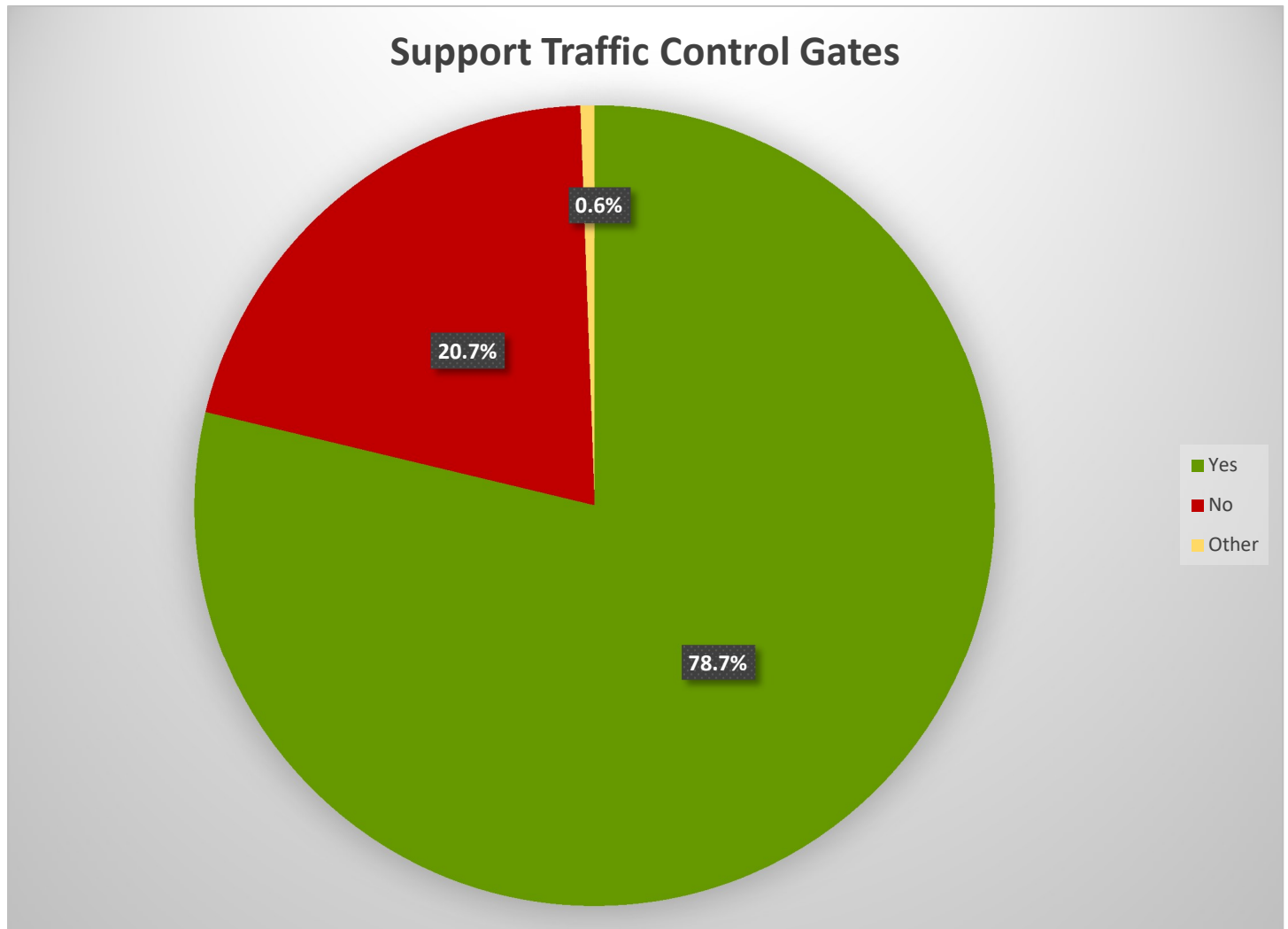
Other:

- (crossed out "cut-through traffic a problem for you") Ours is more the church (Latter Day Saints) now everyday but more on Wed. & wknds
- Not often, unless a big accident on Parker & Richfield is jammed.
- Volume has never been a problem... just a nuisanssance. And the volume is wearing out our roads.
- Whenever an issue exists on Arapahoe/Parker Rds



- Occasionally traffic is pretty bad leaving through Chenango (accidents on Parker or Arapahoe)
- accidents or light outages on Parker affect.

6. Are you in favor of installing traffic control gates, such as the one pictured, for use during weekday rush hours to deter cut-through traffic?



#### Comments (43 responses):

##### Supporting/Positive:

- adamant
- (underlined "during weekday rush hours")
- Absolutely!
- gates would be my 1st choice
- ! (marked yes)
- Couldn't happen fast enough. Must get Board to act!
- Great idea!
- Add more if needed
- In favor of 24/7 use of gates.
- Great idea!
- Very in favor
- Definately! Do it now.

- definitely!
- I think the gates should be put up also when the race guys are around.
- I would add third gate @ Richfield & Arapahoe
- Not @ locations proposed but yes @ other locations
- I would prefer gated community
- Absolutely
- On all entry points especially East Easter
- Gates are the ONLY way to prevent cut-through traffic. We don't owe any of the neighboring communities access to roads that Foxfield residents paved and continue to pay to maintain. Block them out.
- Only during rush hours- right?

#### Opposing/Negative:

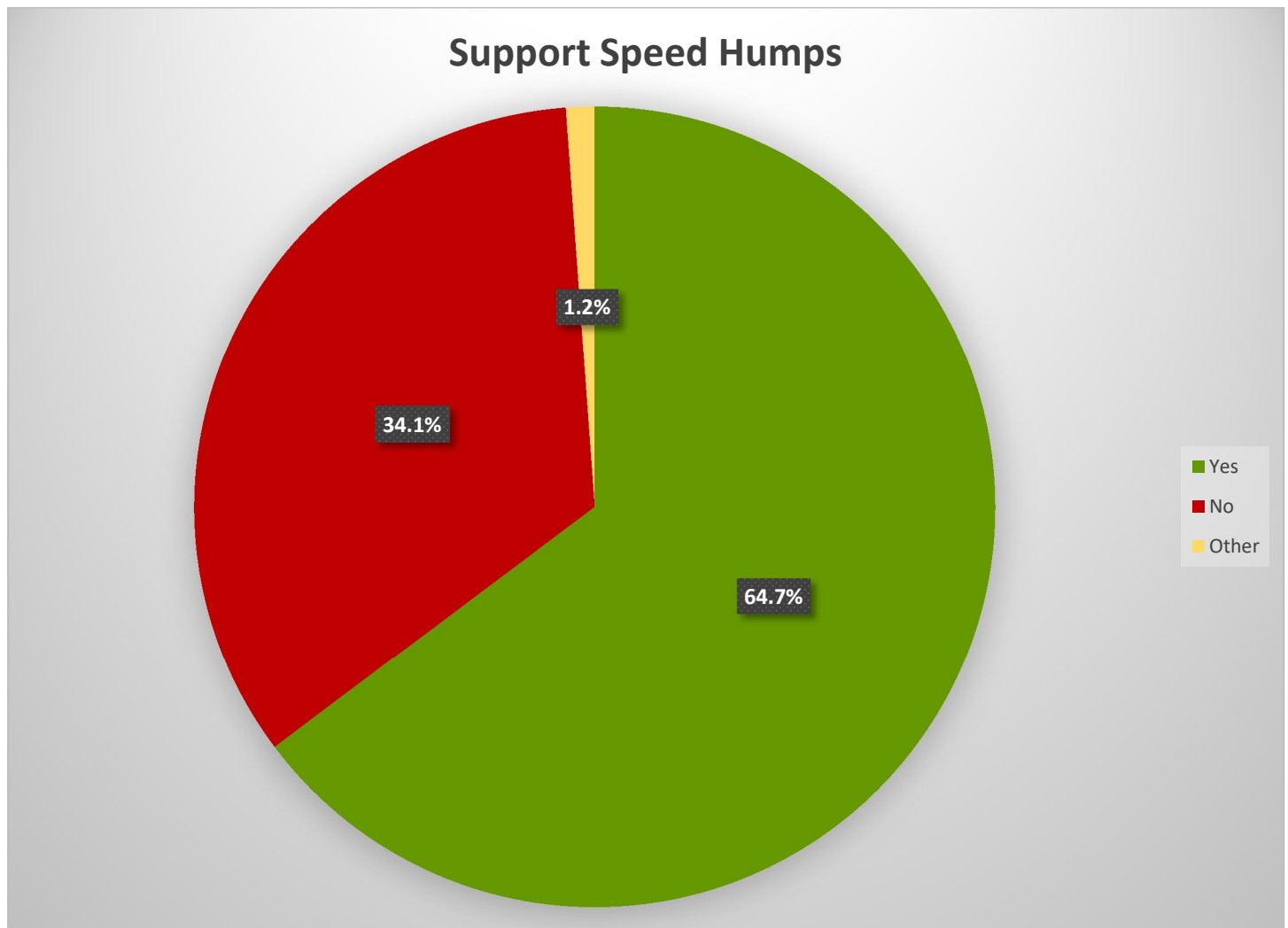
- ridiculous
- they are tacky and won't slow down cut throughs
- These will be broken and ran through very quickly
- Little Government trying to act like Big Government
- P.I.T.A.
- Inconvenient to owners- loss of control device!!??
- They require to much maintenance.
- Not a welcoming community when you put up gates.

#### Other:

- Not sure
- How will we let visitors in? Don't have a strong opinion
- Not opposed but seems a huge expense for a few hours a day
- "Fast Pass" RFID/Vehicle Scan
- What about visitors/cleaning ladies etc
- Only concern is if gates break down or controller does not work
- I am not opposed to the gates, but think the gate on Fremont will be problematic for traffic flow off of Parker. Between Parker & Easter Way, there's little room for cars to backup waiting for the gate to open... if they have a tag, or to back up & turn around if they don't. On Northbound Parker in particular, where there is no turn lane, cars stopping on Parker because there's a back-up at the gate could create a dangerous situation. Similarly, it's hard enough to turn left into Fremont during rush hour. Waiting for the area to clear far enough to turn safely could take forever, esp. with other people filling the space from Parker Northbound. Recommend reconsidering the location of this gate to the top of Fremont or, better, Easter Way & Easter. Yes people could get a ways into Foxfield before finding out there's a gate (signs would help)... but they'd only do it once, then change their pattern!
- Maybe
- Foxfield residents would be able to access Long drive and the light on Parker rd to easily go south. Would we offer any Chenango residents transmitters so they could access Arapahoe rd or Buckley to go north?
- Need to add one farther north on Richfield. Maybe one also more east on Easter
- I'm neutral. I have some concerns on maintenance, repair (someone hits hit), and appearance of being unneighborly

- Only if they significantly reduce the problems other residents experience. They would annoy us.
- Delay speed bumps
- There is no point in installing gates unless you gate all 8 entrances

7. Are you in favor of installing speed humps to reduce speeding?



#### Comments (59 responses):

##### Supporting/Positive:

- if needed
- ! (marked yes)
- For the safety of my family and community- yes!
- In selected areas
- Not humps but road dips like we currently have.
- Very in favor
- Absolutely
- But much more spacing between them
- Within reason- esp on blind curves like Yampa Cir. & Yampa/Hinsdale transition
- Maybe speed humps first and if not effective then do the gates.
- I'm definitely in favor of installing speed humps. I would like to see one on Hinsdale, between Richfield & Telluride, for two reasons:

There is a dangerous visual blindspot at my property. Drivers heading east on Hinsdale from Richfield would not see a child in the road until they crested the nearly-imperceptable hill in the pavement at my circle drive. Depending on placement of traffic control gates, traffic may increase on Hinsdale. (\*Please place gates to prevent that- thank you.)

- But limited as much as possible
- (marked yes) We live on the speedway known as Hinsdale Ave.
- In moderation!
- In favor but we need to be very thoughtful about where they go. Humps are both obnoxious and permanent so they need to be placed where they will have a true impact on the speeding.
- Same reply as #6 above. (Only if they significantly reduce the problems other residents experience. They would annoy us.)

#### Opposing/Negative:

- We already have plenty of speed bumps & stop signs.
- Speed humps with emergency notch-outs are ineffective. I previously worked for the Town of Castle Rock for the public works department. We installed multiple speed humps. Traffic ignores double yellow line and utilizes emergency notch-outs instead. Unless monitored by authorities these are ineffective.
- have enough
- dips already exist
- Traffic/cars will still cut thru
- Still have cut thru traffic. Usually they are the ones speeding
- Too hard on vehicles. Snow removal is difficult.
- Too bothersome to residents
- They don't help
- Not sure they will help
- Get rid of dips. They are ineffective. Humps... No thanks!!!
- They are a PITA. I believe speeders are mostly residents and a small %.
- Then we have the annoyance of bumps
- absolutely NOT; terrible for horse trailers!
- They are awful!
- In our experience, speed humps haven't been very effective to reduce speeding.
- Please remove existing speed humps.
- This is by far more of a nightmare for residents than cut thru traffic.
- Another item to maintain & could cause problem for snow plows.
- Too much maintenance/ repair in and around them
- Seems like there is enough in our area
- would prefer to keep residents responsible
- We already have dips.
- We have dips
- There is already dips that reduce speeding. I don't see a problem with speeding. Most people drive close to the speed limit.

Other:

- lets wait and see if gates resolve
- haven't seen any speeding cars
- We've talked about this forever & nothing happens.
- Cars who hit bump make noise
- Can add suggestions/ prior residence had speed humps
- Not sure
- Speed bumps won't deter people from cutting through Foxfield
- (nothing marked) Maybe; If gates are not an option, then yes
- Gates will alleviate need for humps.
- I have not noticed the bumps reducing speeds in Antelope. Drivers just speed over them. I believe the bumps need to be significantly higher than Antelope's.
- perhaps later- if the gates cut down through traffic, that may be the speeders
- Maybe. Would like to see how the gates work first.
- First of all, I oppose speed humps as these are a nuisance for residents. I do not care for the humps at all in Antelope. It is annoying to maneuver through the Antelope community.

Therefore, I am in favor of traffic control gates. The area entering off of Parker Road from Fremont Street accessing Easter Way is a PERFECT location for traffic control gate(s). At 8:45 a.m. this morning there were several automobiles driving over the posted speed limit and traveling too close to me as I was walking my dog. No one bothers to slow down or move over; esp. a truck motorist.

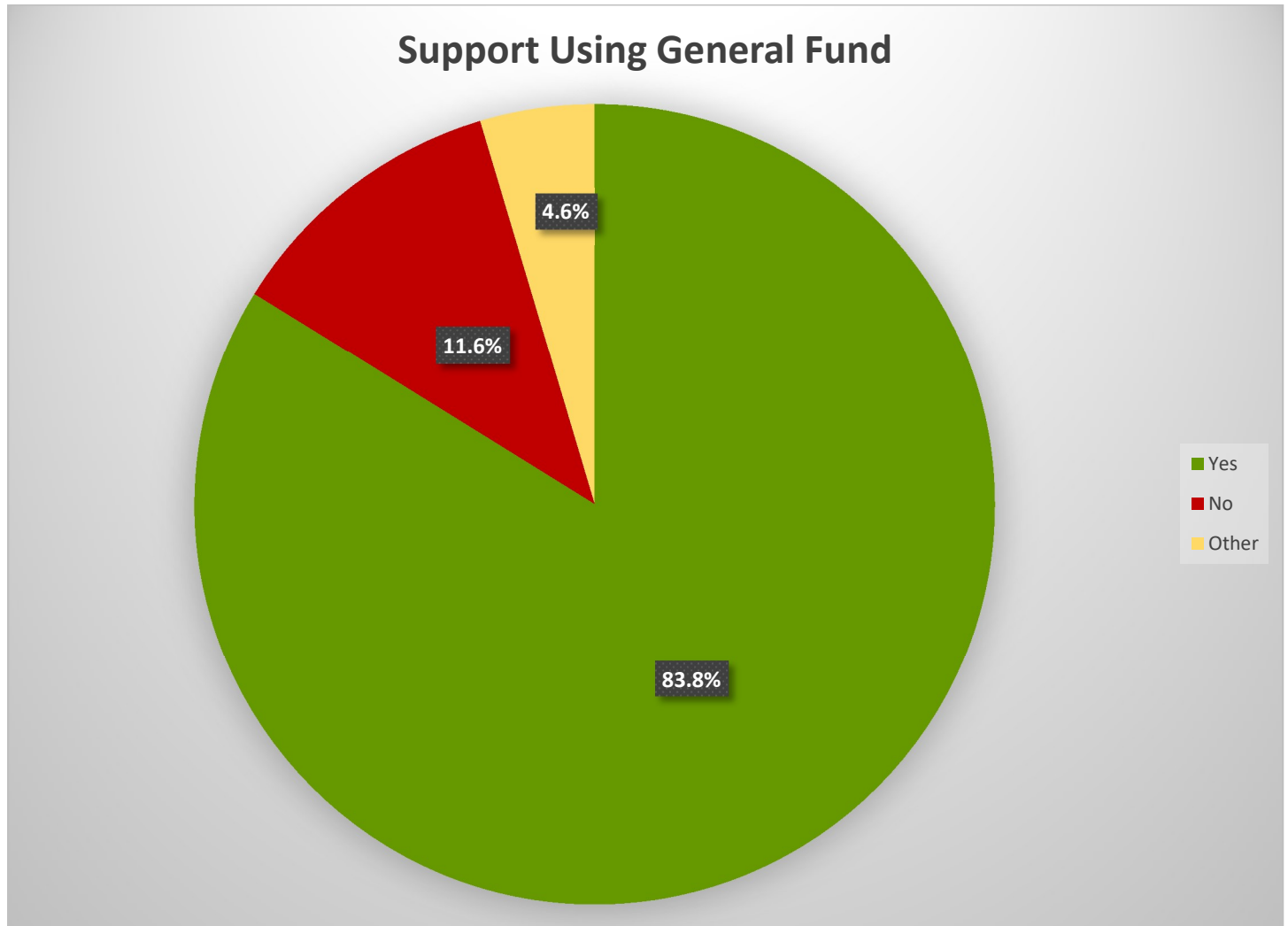
Another proposed traffic gate location off of Richfield Street south of Hinsdale Avenue would deter motorists at the end of the community as well. Another area to consider a traffic gate would be Arapahoe Road at Richfield Street and Arapahoe Road at Waco Street.

I would like to make other traffic suggestions re: sign maintenance within Foxfield; among other issues. There are several intersections where the 4-way stop signs have faded and need to be replaced. As well as areas that could use a yield sign (instead of a stop sign) and other areas where stop signs are not necessary. I witnessed an almost wreck involving three cars last week at a recently installed stop sign while I was bike riding.

If a position would become available, I would apply.

- Maybe
- undecided
- Also, take out the useless stop signs- they are just a nuisance to residents
- What about snow plows w/ humps?
- Gates would impede friends, family, & deliveries that do not have RF controller!

8. Do you support investing in our community by using General Fund money to fund traffic control gates and speed humps?



#### Comments (42 responses):

Specified Gates or Humps Only:

- Bumps
- no speed humps/more control gates
- Speed bumps only!
- No gates
- Gates only
- Yes for gates... none for humps
- (marked both yes and no) Yes- gates; No- speed humps; No speed humps. Gates- yes!
- (marked both yes and no) Yes- gates; No- speed humps
- Only gates.
- Yes for speed humps; unsure re traffic control gates
- We support traffic humps. Need more information about gates.
- Yes traffic control gates No; No; No. speed humps



- Just the humps and a park
- Speed bumps just damage your car; gates would greatly reduce traffic and speed

Supporting:

- It will help the Town maintain its culture
- Absolutely!
- Pending costs?
- Pending cost!
- Don't want taxes to go up to support it.
- ONLY available funds; No debt or tax increases
- We see no other acceptable way to fund them. However money must be available for all other community needs (road maintenance, right-of-way maintenance, community cleanup, etc.).
- No increased taxes!
- There's plenty of money in the budget.

Opposed:

- have enough
- waste of funds- people will still continue to use roads & speed
- Spend on road maintenance instead of adding more items to maintain.
- I would rather have the money spent on sidewalks or a park.

Supporting Additional Options:

- I'm also not opposed to increased taxes or fees in the community to warrant these or other solutions irrespective of costs.
- We would also support other methods of paying. We do not want the money in the GF to go to roads maintenance, until traffic on our roads is significantly reduced. Residents' roads are being damaged by the cut-through & church traffic & residents should not be responsible for this.

Other:

- ?
- We have 5 vehicles. How much would the RF transmitter cost?
- (marked both yes and no) Yes depending on cost. Cant have an open checkbook.
- Maybe if they are large steel gates not some flimsy 2 x 4 and... all entrances gated.
- Not sure
- Foxfield is located in Denvers Suburbs  
Denvers Suburbs has traffic! It's part of life.
- (marked both yes and no) I have mixed feelings as I have mixed feelings about these control measures
- Outstanding research into an ever growing problem. Thank you!!!
- See comments on reverse
- We voted and paid for an estimate to make walking/riding paths. That would have alleviated problems of people walking on the road. Frankly that is the only reason the measure passed.
- Maybe
- (marked yes and no)
- However have not seen cost to install and annual maintenance

## 9. General Comments: **76 responses**

- I believe according to info the gates will resolve the speeding  
I also believe we should change time in morning to 6:00 to 9:00 for gates
- (1) Why just rush hour? Lets prevent any extra traffic since they are private roads.  
(2) Since there is a rather steep hill on Fremont, the gate will be located halfway up. Therefore during winter there could be a issue getting started again. Don't know the answer. Has to be there  
(3) I will bet Chanego will contribute to the one on Richfield, this has to be an issue with them also.  
\*No big deal, but about 80% of town people run the sign at Buckley & Hinsdale. Some slow down, some don't slow down at all. (Not sure why there is a sign there anyway)"
- -Don't spend money installing random stop signs or traffic control gates, especially right next to existing speedbumps.  
-\$200 speeding tickets should be a significant disincentive making these other projects unnecessary.
- "Speed Humps" are OK and are effective. I drive through Antelope frequently and find theirs a minor nuisance and might slow traffic and will support their use.  
But, I would NOT want a speed hump in front of my house. The noise from a car just driving by is minor but to constantly hear cars slowing down then speeding up after passing over the hump would be irritating. A former Foxfield resident who now lives in Chenango found the installation of a stop sign near his house to be very disturbing.  
"Gates" should not be installed for several reasons. I don't want my friends who like to come by, often after work, to turn off Parker road and come to a halt at a closed gate. Back-up and turn around with cars behind them?  
I don't want my wife (or me) to be blocked at the gate because my "clicker" was in the "other car" (do I get one for each of my several cars?).  
Would all who would block "cut through Foxfield traffic" make the commitment to never "cut through Chenango"?  
The list goes on - how do we get the space needed for the four "turn around" that will be needed for two gates - what is the cost of design and installation including providing electrical power - who maintains them and what happens when they don't work- have the additional "stop signs" been effective in reducing traffic and speeds (radar sign data analysis) - gates don't just block commuters seeking a quicker route, they also block family, friends, and business use.  
We all decry the loss of civility in our government and our lives - let's not contribute to that loss by saying "go away - you are not welcome here".
- The gate on Richfield/Hinsdale should be at the bottom of the hill - Especially for winters it gets slippery
- Ambulance vehicles have to slow significantly when patients are on board, which delays those patients in getting to the hospital. Humps and gates would do the same.  
Our cut-through traffic is minimal compared to traffic on the roads around us. I cut through the Farm to go to the public library. I cut through Chapparral to go to Creekside Elementary. \*I don't see them installing dips or humps or gates to go through their communities. How about just being good neighbors to those who live around us and stop spending our money on issues like this. If people want to live in a gated community, there are plenty around for those people to move to; we live in a town. A town should be open and welcoming to anyone who comes here.  
\*Insert: I cut through Chenango to go to Costco or the gas station.

One last comment: The dip at Yampa St & Easter is very badly placed! One barely clears the dip before having to stop at the stop sign on Easter. Was that really a good use of our town funds?

- Excellent work and proposal.

I prefer stop signs to speed humps. If the speeding problem continues after gates are in place, then I support trying stop signs. We live next to one of the new stop signs, and have observed that over 95% of the cars do not run the stop sign.

Use speed limit signs with cameras to catch and prosecute speeders.

Try using sheriff's department to control emergency gate openings to avoid requiring Foxfield to have an employee/official on call 24/7, but only if Foxfield can revoke authority if it is mis-used.

Explore possible solutions to noisy vehicles.

- This whole conversation has been going on far too long & the Board does nothing. We need an implementation group from the Committee to carry the ball forward or nothing will get done.

Too many people in FF are being negatively affected by all of this traffic, & all of FF needs to support getting things under control- this is what a community is about.

The JW church as a whole has substantial funds. We need to talk to them about the effect they are having on our residents quality of life, & encourage them to work w/ CDOT to gain access from Lewiston & not have to cut through Town. Neither church should be given clickers to the parishoners.

Chapparal is NOT part of our community. Neither is most of Chenango. Both are a huge part of our traffic problem & should be blocked via our gates.

- I do not think the "cut throgh" traffic is a material problem requiring the use of funds at this time. Please not that a majority of Foxfield Residents "cut throgh" Chenango to access Bronco Parkway. Do not give them a reason to block us from this access.
- Concern over cut-through traffic coming in on Arapahoe & Richfield, this is a huge area of concern. Without gate here, there would still be a high volume of cut-through traffic.  
Question- Does the proposed gates require the RF controller to enter and exit?  
Question- Will there be another meeting to review the results of survey?
- Install control gate at Arapahoe & Richfield This would stop cars in the morning which is fastly becoming a issue. Cut thru cars @ Arapahoe & Richfield in the morning is crazy
- Item 1. We don't appreciate the 25 MPH speed limit. It's too slow. It's retarded. There is at least 50 yards visual space on either side of the roadway at almost all times.

Item 4. Volume of cars, ""cut-through traffic"". We access Foxfield only through Fremont and Waco, rarely traveling on Richfield or Hinsdale.

"Speed of cars". Seems to us the town is fixated on cars moving at crawl speed in spite of the large visual range on either side of Easter. We've heard some board members proclaim about "speeders whizzing past pedestrians". We've been here 7 years and have NEVER SEEN THAT. Not even once. What we see is cars slowing down dramatically from even the 25 MPH speed limit and giving a wide berth to pedestrians.

Speed policy we would endorse... (1) "Speed limit of 35, with notation of 25 when pedestrians or horses are present", (2) removal of the newly installed (superfluous) stop signs at 3-way stops on Easter, and (3) no humps/bumps on Easter.

Item 7. "Humps and bumps". We are 100% AGAINST any humps and bumps on Easter and Waco. It's hassle enough to keep the speed to a ridiculous 25 MPH. The humps/bumps will only make things worse. (a) Even more ridiculous and annoying slowing of speed, (2) wear-and-tear on vehicles... brakes, shocks, suspension, squeaks and rattles, (3) lowering property values. If there had been humps and bumps on the roadways in Foxfield, we would not have bought a house here... bad idea all around.

Item 8. Traffic control gates... Seems everybody who travels Richmond regularly thinks this a good idea, so we support.

Humps and bumps... We do NOT support for Easter and Waco, but those are not the "cut-through" streets. If the town must install humps and bumps, they should be limited to Richfield!

- I am more concerned with tackling the increasing crime we seem to be having in Foxfield as opposed to traffic & speeding.

I would be in favor of full time traffic control gates (but not just rush hour) to keep all non-residents (except authorized visitors) out (ie complete gated community) - I am tired of being worried about my mail being stolen and/or potential more serious crime.

That being said If rush hour traffic control gates /or speed bumps are considered need something at the east entrance to Foxfield on Hinsdale Ave (traffic coming to/from Chaparrel subdivision can be significant & many are speeding). My preference would be force Chaparrel residents to go north directly to Arapahoe Rd as opposed to using Hinsdale to cut through Foxfield.

- Exiting Foxfield to Arapahoe Rd without a green arrow is a huge danger & has resulted in many accidents. The county denies this & the street isn't wide enough like at Waco to do anything. It's almost impossible to get out of the neighborhood safely at Buckley/Arapahoe.
- Prefer to have regular patrols/drive throughs by sheriff's dept. Traffic is controlled AND crime prevention...
- The speeding of vehicles is more significant than the volume. However, the volume has increased significantly in the last few years.
- Traffic from people going to the church on Costilla is horrible. It's a steady stream of cars of which I believe 70% of them are speeding, pausing at stop signs, and disrespecting our town laws.

Cut-through traffic is bad daily and extreme if there is an accident on Parker Rd.

I have recently heard of an increase in accidents within Foxfield caused by people that don't live here.

- You've done an excellent job. Thank you so much.
- Thank you!!
- We do not walk our dogs very often anymore being as there is too much traffic. We have almost been hit walking our dogs around 5:30-7:00 pm. There is no reason for people that do not live in our community to cut through.

We don't care to ride our bikes much in the neighborhood either.

- Getting school kids on the bus in the morning is a problem.

At the traffic meeting the committee discussed closing the gates in the morning and at night. I would be in favor of leaving the gates closed at all times.

Please install speed humps on all the roads used in cut through traffic.

Thank you all for taking on the issue of our cut through traffic.

- Thanks for your work on this.
- We are very much in favor of the suggested gates. Install NOW! And consider longer hours, and possibly weekend hours, of closure.

Before you consider speed humps, install the gates and then do an extensive, lengthy study to determine if, with fewer cars, the speeding is a problem major enough to merit the humps.

With cut thru traffic minimized, we desire no humps, no dips, and get rid of many of the extra stop signs installed in the past couple years.

- The installation of gates would help to reduce volume and speed of traffic as well as help to hopefully reduce mail theft etc as well as help our property values!

Thank you so much!

- Make all intersections four way stops.  
Try gates on just Richfield first. Analyze and respond once we see impact.  
I can live with the occasional person driving too fast more than I can the speed bumps. The bumps impact my quality of life everyday I rarely have had an impact by someone speeding. How many accidents have we had in the town whos cause was speeding? What problem are we solving except a bunch of old people in their front yard yelling slow down! Hey I do it and my neighbor still drives too fast. It hurts my sensibilities perhaps but nothing more. I completely understand the frustration of everyone that lives on Richfield and Easter. I completely hate the idea of a speed bump in front of my house and will make Shari lay on the road in front of any construction crew. :)
- If we are out in afternoon and come back through town, we are amazed at # of vehicles cutting through Foxfield to get to either Arapahoe or Parker Roads. Gates during rush hour may be the answer to the pass through vehicles.  
I would recommend speed dips vs speed humps. Snow removal can be easily done with dips, not sure how snow blades would react to humps. Dips would be great to slow down speeders.
- I get all kinds of non stop traffic going to and from church at least 3-4 times per week. And most days theres more than 1 service. So are we going to get remotes for all people in church too. The daily traffic does not affect me. It church traffic 3-4 times a week multiple times. Why there isn't an entrance off Castillo is beyond me. That road needs to be shut at Norfolk and seperate intrance for the church.  
-Further more. Most of the speeding in this area is done by my neighbors. And most of them have lived in the area for quite some time. I dont know if they feel entitled or what but its them, the same people who are crying about safer roads and traffic are the ones speeding.
- Great idea- sooner the better
- Questions  
What happens when visitors are coming to your home?  
What about deliveries?  
What about maintenance workers for your home?
- If no traffic solution, then homes on Richfield should be allowed to have 6' privacy fences. Need trails also for safety walking.
- 1. We would benefit from speed bumps to discourage speeding on S Sedalia, especially around the curve. It's surprising how much traffic there seems to be on the stretch between Easter & Richfield, possibly from drivers wishing to avoid the speed dips on Richfield.  
2. A stop sign on Richfield at Sedalia would be helpful as well as it is difficult to see on coming traffic from the north side while coming up the hill.  
3. Would it be possible to ask for a left turning signal at the light at Richfield & Arapahoe? It can be challenging at times to turn left at that light, especially since there are two lanes able to turn right coming from the north (evidenced by all the glass frequently seen).  
4. Logistical questions about traffic control gates concerning school busses, deliveries, neighboring communities, drivers turning around after encountering closed gates, maintenance, etc.
- My biggest concern is asking my kids' music teachers, who schedule their lessons back-to-back, to come all the way around Foxfield to get to my house (which is very near Richfield & Hinsdale). Would there be an option that could allow them access thru the gates?  
Also, I think 25 mph is a bit slow for our roads. Chaparrall & Chenango have 30 mph roads. And our homes (i.e. kids) are even further back from the street in many cases. Just my two cents :)

- I know this may not be related, but the number of accidents on Richfield/Chambers and Arapahoe Road is ridiculous. I think it mainly due to (1) the double right turn around the triangle median, (2) speed of cars approaching the intersection southbound.  
What can be done?
- We need the gates immediately. The humps just punish those of us who live here. Horses have a terrible time keeping their balance in a trailer going over them.
- I've been to antelope to check out the speed humps and they are awful!
- I have been pushed to the ditch a few times by speeding cars AND by cars passing other cars!
- Would like to see four way stop signs at Easter & Sedalia St
- Thank you for your efforts to keep Foxfield a quiet & safe place.
- (1) An unmonitored gate is a target not an impediment.  
(2) I am concerned that the present generation of police officers issue warnings versus tickets.  
I am hopeful the implication of this proposed action has been fully and appropriately coordinated with our neighbors to the east and the south.
- 1. Gates (no) - I'm not convinced the unintended consequences have been fully explored or that our neighbors to the East have been consulted thoroughly.  
2. In the past, warning tickets were not issued with one notable exception (Von Miller) - why has this changed?  
In the past, our off duty officers were invested in the safety of our Town & if you were stopped, a ticket was issued - period.
- Please stop trying to litigate morals!
- Has the committee thought about traffic circles at all intersections.  
Will there be a key pad for guests? Is there another plan for Foxfield guest & family during gate closure times.
- Frequent zipping through stop signs!  
The traffic light at Richfield & Arapahoe is open to Foxfield far too long! During morning rush hour in particular, a dozen cars make it through!  
The reverse in the afternoon. We can count cars in line all the way to the dip, and beyond.  
Cars are STILL turning around in private driveways the length of Richfield to Davies.  
We/I observe way too many cars not yielding to pedestrians. If opposing cars are approaching a walker(s), neither one yields and the walker ends up walking in the grass/ditch. Worse in the winter when snow is in the ditches. Unsafe for the walkers.
- We just had a stop sign installed in front of our house. Easter/Quintero  
It has been a conversation piece, since installed. I have only counted 4 vehicles that have actually STOPped, out of several hundred. Some don't even hit the brakes and are going at 35-40 mph. Most slow down but not even the neighbors STOP.  
One concern w/ gates is that Waco St & Richfield will have incoming traffic especially in the mornings when an issue exists on Parker/Arapahoe Rds. What will be done to prevent the incoming vehicles?  
Thank you!
- I don't think we should have flashing lights on Arapahoe that flash when the gates are closed. They would be like green lights for people to cut through when they flash. Start flashing for a couple months so people know, then take the lights out completely.  
Also, thank you for addressing this!
- 1. If gates are installed, transponders like used on E470 should be installed, not garage door style remotes.

2. I walk my dogs several times/week- usually in late morning. Typically not much traffic and drivers are courteous. However, some drivers definitely speed on Hinsdale. I would recommend a speed or two there. Or more stop signs.

Drivers cutting through at rush hour is bad both am & pm. We don't live on Richfield and don't work, so it doesn't affect us too much.

- Please do something ASAP.
- The speed dips & stop signs make it hard to get thru and the gate & bumps will only add to it. However, I don't see any other recourse.

Very well researched and put together.

- The speeding is dangerously high on Buckley between Arapahoe and Easter (maybe further). Although we feel speed humps (and dips) will not effectively reduce speeding, we would support the installation of speed bumps.
- Thank you for all this fabulous work! It's greatly appreciated.
- How many ""clickers"" do you plan to hand out to Chenango drivers, in return for their furnishing of a small turn-around space? Any Chapparal drivers?

In the 41 years I've owned my house, it appears that the worst speeding offenders have been from other neighborhoods, namely Chenango & Chapparal.

Can we have a policy excluding teenage drivers from other neighborhoods being issued clickers?

Thank you,

- We would support and vote for a true gated community with gates at each of the 8 entrances to Foxfield but we are against the proposed 2-gate solution.

\*The 2-gate solution places an unequal lifestyle burden on one segment of residents to the benefit of another segment of residents. Residents who enter/exit via Arapahoe Road will still be able to freely enter/exit via Arapahoe Road as they do today while those of us who enter/exit via Parker Road will be burdened with entering via the gates. Those residents living near the 2 gates will be further burdened by increasing noise, congestion and headlights flashing in their windows caused by the traffic turning around at the gates. The 2-gate solution adds cost & ingress/egress burden to my family/property without providing benefit to my family/property. If tax dollars are going to be used, each property should be burdened and benefit equally.

\*The majority of the traffic to/from the Jehovah's Witness church currently enters/exits via Parker & Fremont. The 2-gate solution will force 100% of traffic going to/from the Jehovah's Witness church, while the gates are closed, onto Buckley Ave & Arapahoe Road which impacts my home. So again; one group is burdened while another group benefits without burden.

- The divider at the Richfield/Arapahoe entrance should be removed. Semi moving trucks and trucks with trailers (including horse trailers have difficulty making the turn. Alternately, widen the entrance side at the corner. The hump which is to prevent water from flowing onto Richfield is a safety hazard for vehicles attempting to clear Arapahoe.

- Highest priority- volume of cars

Thank you to the traffic committee. Very well done.

- Location of Gates

A significant portion of the cut through traffic originates in Chaparral to E Hinsdale Avenue turning left on Richfield to exit at the Chenango entry. The town is making a large mistake by not including a gate at E. Hinsdale Avenue & Chaparral. The proposed two gates will not take care of the problem. Placement of the two gates at Fremont and South Richfield would not eliminate the cut through traffic from Chaparral along E Hinsdale to E Arapahoe. Better to start with a gate at S Richfield & Arapahoe and another at E Hinsdale & Chenaral(?). S

Richfield and E Hinsdale Ave are the main conduits through Foxfield. Placing gate in these locations would be a major detrimen(?) to cut through traffic and speeding, much more so than Fremont and the south Richfield entrance.

Speed Humps- What a nightmare for residents who don't speed and use these roads daily. Don't do it. Ask residents of Antelope like my brother in law who have to endure those bumps every day.

Pedestrians- Again I point to the problems we had just passing paving the roads in the first place. One of which was safety for pedestrians and horseback riders. It took 3 votes in 4 or 5 years to pass paving the roads. The point that finally passed the measure (narrowly) was that a walking/riding path would be built. It was figured in the budget for the road then never ever started. When we asked about it we were told by the board that all the money was spent on the roads and no more discussion would be entertained. That's not right. Now pedestrians cannot walk safely because they have to walk on the road. I have always felt that the town council pulled a bait & switch just to get the roads paved. The company who gave the bid on the roads & walking path should have been held to it. I would rather funds be used to build the walking path than speed humps. This would greatly improve safety. I understand it doesn't address speed but I have not seen a huge problem with it since moving here in July 1996. Thanks for reading

- A speeding ticket in excess of \$200.00 is a perfect deterrent; Also, reducing the # of motorists.
- Our household is not in favor of completely blocking access to Foxfield via Jameson (glad that is not a discussion). I do use Jameson from Broncos Pkwy to get to Richfield & Hinsdale when I turn west onto Hinsdale to get home. We like the gates idea. We are NOT in favor of speed humps anywhere in Foxfield.
- 1) If not to help control speeding, why have the new stop signs been added to the town with an increase in minimum fine and added patrols? How has this impacted speeding? Cut-through traffic?  
2) If not through the general fund (& increase in ESTIP), how is future maintenance of roads going to be funded? (Particularly 10 year maintenance) How will this maintenance funding be impacted by funding for gates and/or speed humps?  
3) As stated in Traffic Committee research/presentation, we would want to see complete study of traffic and speeding impact a new gate system would have before considering the addition of speed humps.
- The community as a whole needs to be cognizant of the fact that many in Foxfield are affected by traffic & it is the Town's people's responsibility to help them. Even though I live on a cul de sac & am not impacted as others are I support using traffic control gates & speed bumps in the Town of Foxfield.  
Could you comment in the newsletter how visitors get in during rush hour. I assume they come in the other entrances.

Thank you for working on this problem!

- My street doesn't get speeders as much as volume- so we don't need bumps on Costilla
- Putting in traffic control gates will mean carrying around another control. And what do we do with visitors coming to see us? How many controls will be available per house?
- I'm in favor of more police enforcement.
- We are not negatively impacted by any of these.
- This town needs to invest into this process before our roads are destroyed by non community drivers cutting through & the heavy volume from the churches who provide no support into our infrastructure.  
Trucks often cut through Foxfield to get to the two adjoining communities causing damage to our roads.
- Are there cameras at the gates to detect violators for damage to gates?  
Employ Arapahoe County more to assist in controlling speeding on Richfield and Hinsdale.
- I believe controlling the traffic volume is extremely important.



I also believe installing bridle paths would enhance everyone's home value. It would also give horse owners a safe place to ride.

- I've seen the volume increase drastically in the 2+ years we have lived here. You lose your peace, your quiet and your privacy when it's bumper to bumper traffic. I'm all for the gates and delighted that it can be done so simply. :)
- I was nearly hit 9 months ago walking east on Easter. The car was driven by your women going at least 40 mph. Her bumper hit my foot as I jumped out of the way. She never slowed down or stopped. The cars come down hill and pick up speed. We need to put a stop to this.  
BTW, my dog was hit by a car on Easter. Granted, she should not have been in road. Still, no one stopped or probably slowed down. Things need to change. Someone is going to get hurt.
- The excess of stop signs is getting out of hand. They don't work and are very annoying, especially for the tiny population of us that actually stop at them. Several of them should be removed. There is no reason why I should have to stop repeatedly in the middle of the day going down Easter without a single other driver on the road. Perhaps there is a middle ground between the bright orange control gates and something ornate. Something like the one on Caley on the west side of Valley Country Club would be much better. The garage clickers sound problematic (can be lost, given to non-residents, etc). Stickers like the E470 stickers would be much better. It's really sad that the trails never happened. Maybe with the ESTIP ending, we can start considering some trails. None of the proposed solutions will keep pedestrians, especially children, as safe as being off the road would.
- Gates should help alleviate need for humps, if not two humps on Hinsdale might be installed first. Additional stop signs should be considered at Richfield & Quintero St and Waco St and Davies Ave. They are cheaper and more effective than dips or bumps.  
The new \$200 minimum fine signs are very in-ones-face and hopefully will be effective.  
I have not observed sheriff stopping vehicles since these signs have been installed.  
Thank you for all your time and thoughtful design.
- My main concern is driving behavior, people driving too fast and ignoring pedestrians with small kids & dogs
- There is no point to installing gates unless you make the entire community gated. Installing 2 gates will just force the people that cut through the neighborhood to use other streets to cut through the neighborhood. People will use google maps to find out there is 6 other ways to cut through the neighborhood. Seems like there is many other ways that 125k could be spent. How about sidewalks? A park? Save it for later?  
Also, there is not a speeding problem in the neighborhood. Most people drive 25-30 miles per hour. If there is a speeding problem then why don't we have the police write speeding tickets all day. Maybe we can have the police write tickets for people who cut through the neighborhood. Installing gates and speed bumps is a waste of tax dollars at this time. Thanks

## **Appendix B: Traffic Control Gates**

### **Contents:**

1. South Metro Fire Rescue Gate Requirements
2. Design specifications for ELKA Solar Powered Barrier Gate
3. Estimate for ELKA gate from manufacturer
4. Design specifications for StrongArmPark DCS10 Gate
5. Hysecurity Solar Panel Information Sheet
6. Estimate for Automatic Systems BL229 Electric Riser Gate from Wizard Works Security Systems, Inc. (local installer)
7. Estimate for electrical from Rocky Mountain Utility Services, LLC



# SOUTH METRO FIRE RESCUE

## FIRE MARSHALS OFFICE

9195 E Mineral Ave, Centennial, CO 80112

PHONE: 720.989.2247 [www.southmetro.org](http://www.southmetro.org) FAX: 720.989.2030

## Vehicle Access Gate Requirements

### POST THIS LETTER ON JOBSITE

#### Site Specific Comments:

Approved security gates shall provide a minimum clear open width of 12 feet when serving a single lane of travel and 20 feet for multiple lanes/direction of travel. Residential driveways provided for fire apparatus access shall have a minimum unobstructed width of 12 feet. A minimum unobstructed height of 13'6" is required for all access roads and through all gates.

A permit is required for installation of security gates placed across a fire apparatus access road. For permit approval, the following is required based on gate operation:

#### Manually operated gates

When locked, must be provided with a Knox brand padlock purchased through [knoxbox.com](http://knoxbox.com).

#### Electrically operated gates:

1. In the event of power failure, gates must be capable of being manually opened or provided with battery backup.
2. The electrical operation that opens the gate shall be activated by:
  - A. An Opticom detector that opens the gate after receiving a signal from the Opticom emitter on the fire apparatus as the fire apparatus approaches the gate.

-OR-

- B. An approved Knox key switch that must be ordered through [www.knoxbox.com](http://www.knoxbox.com) and installed to override all entry codes (dual key access may be required depending on the law enforcement jurisdiction).

# ELKA Solar Powered Vehicle Barrier Gate

## EP2500 EP3000 EP3500

<https://www.elkaparkingbarrier.com/solar-powered-barrier.html>

### Overview:



We now offer a fully electrical grid independent vehicle barrier gate option. The EP2500/EP3000/EP3500 Vehicle barrier gate series is identical to our P2500-P3500 vehicle barrier gates but come with the functionality to be fully powered by batteries that are re-charged by a solar panel. Our vehicle barrier gates provide all the features and durability necessary to withstand the harsh vehicle access environment while allowing the installer functional flexibility and simplified setup.

### Technical:



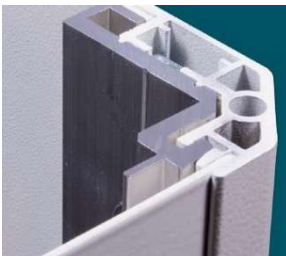
The combination of a brushless DC servo motor and sinusoidal lever system allows for a smooth travel of the gate arm with no bounce in the end position. This technology will not only provide an aesthetically pleasing look and operation but also a reliable and durable product. The technology is based on a low power consumption drive system that allows the integration of batteries and solar power system. On average the barrier gates can run 300 cycles per hour over a 12 hour period without recharging the batteries.

### Drive Technology



The drive unit mechanism consists of powerful 24V Brush-less DC-motor with a strong planetary gear, synchronized with a unique lever system that provides a smooth and controlled movement of the traffic arm. The construction is made of galvanized steel to provide the durability needed as well as protect from the environment.

### Housing:



The housing was designed to withstand the harshest environments. The high grade aluminum used combined with a patent-pending clamping technology not only provides physical strength but also an effective protection against corrosion. Furthermore, the housing is powder coated to add to the corrosion protection.

### Key Barrier Features:



- Solar Powered Vehicle Barrier Gate
- Multifunction Controller
- 6 programmable relay outputs
- 6 programmable inputs including UL Safety input
- Directional logic
- 24VDC Brushless Servo motor with planetary gear
- Power Input 85W 24V Solar Panel with battery pack and battery regulator
- 100% Duty Cycle
- Designed for 10 Million Cycles

- UL/ETL/CAN/CSA 325 Certified
- CE Certified
- Speed 1.8 sec
- 3 loop detectors
- Adjustable “Gate Open” position for low ceilings or obstructions
- None corrosive housing made of powder coated aluminum
- Easy installation and service (prewired terminal row, power outlet inside the barrier).
- Breakaway bolts
- Vandalism protection to prevent damage and reduce cost for repair.
- Left handed and right handed version setup in the field within minutes
- Traffic light logic
- Auto reverse feature in case an object has been hit
- Manual emergency release
- Efficient space available inside housing for additional components
- Operating temperature range -22°F up to + 158°F
- 24 month warranty
- Includes gate arm with protective edge

### **Gate Arms:**

Barrier gate arms are made of powder coated white aluminum, with red reflective signal stripes and rubber protection on the bottom of the barrier gate arm.

### **Solar Technology:**

The solar panel is a high efficiency monocrystalline solar panel providing 24VDC at 85W power consumption. Batteries are 2 12 Volt 9 Amp Hour Rechargeable Sealed Lead Acid Battery featuring F2 Terminals connected in series. A 20A Solar Charge Controller assures the effective utilization of the batteries. Equipped with industrial-grade STM 8 microprocessor to control the charger and discharge process and it has reliable battery to charge and discharge period management.

Multiple electric protection: over-current and short-circuit protection, inverse connection protection, low voltage and overcharge protection.

### **Facts:**

2x 12VDC 9 amp Hours batteries wired in series powered by a 85W 24VDC solar panel provide enough energy to run the EP2500/EP3000/EP3500 Vehicle barrier gates at a rate of 7200 cycles per day with 14 hours of no sunlight.



Q-SAQ, INC.  
2735 Center PL STE 104  
Melbourne, FL 32940

## Price Quotation

Date	Estimate No.
10/1/2018	SCTQ1094

Name/Address
Town is Foxfield Debbie Farreau Colorado

Ship To

Payment Method	Valid through	Rep	FOB	Project
Prepay	12/31/2018	ST	Melbourne, FL	

Item	Description	Qty	U/M	Unit Price	Total
P 3500BLAU	Town Entry Parking barrier gate, Includes MO24 controller, three (3) programmable loop detectors and 12ft gate arm with rubber protection. Unit comes with programmable speed control and auto open on power failure module. White housing with blue top.	2.00	ea	2,500.00	5,000.00T
SolKit	Main/Secondary configuration Complete solar gate kit includes batteries, solar panel, mounting brackets and battery regulator	2.00	ea	750.00	1,500.00T
ID MAX.U1002-FCC	STAND ALONE READER FOR TWO ANTENNAS WITH MYACCESS	1.00	ea	2,000.00	2,000.00T
ID ISC.ANT.C6-A	UHF ANTENNA CABLE 20FT (6 Meter)	2.00	ea	25.00	50.00T
ID ISC.ANT.U270/270 FCC	UHF ANTENNA	2.00	ea	300.00	600.00T
ID ISC.ANT.U270/270-MS	MOUNTING SET FOR UHF ANTENNA Town Exit	2.00	ea	50.00	100.00T

Price does not include freight ex Melbourne, FL and applicable taxes.

Total

Sales Tax (7.0%)

Phone #	Fax #	E-mail
3212486749	844-465-8196	stea@q-saq.com





Q-SAQ, INC.  
2735 Center PL STE 104  
Melbourne, FL 32940

## Price Quotation

Date	Estimate No.
10/1/2018	SCTQ1094

Name/Address
Town is Foxfield Debbie Farreau Colorado

Ship To

Payment Method	Valid through	Rep	FOB	Project
Prepay	12/31/2018	ST	Melbourne, FL	

Item	Description	Qty	U/M	Unit Price	Total
P 3500BLAU	Parking barrier gate, Includes MO24 controller, three (3) programmable loop detectors and 12ft gate arm with rubber protection. Unit comes with programmable speed control and auto open on power failure module. White housing with blue top. Main/Secondary configuration	2.00	ea	2,500.00	5,000.00T
ID MAX.U1002-FCC	STAND ALONE READER FOR TWO ANTENNAS WITH MYACCESS	1.00	ea	2,000.00	2,000.00T
ID ISC.ANT.C6-A	UHF ANTENNA CABLE 20FT (6 Meter)	2.00	ea	25.00	50.00T
ID ISC.ANT.U270/270 FCC	UHF ANTENNA	2.00	ea	300.00	600.00T
ID ISC.ANT.U270/270-MS	MOUNTING SET FOR UHF ANTENNA	2.00	ea	50.00	100.00T
9947418	Windshield TAG	1,000.00	ea	8.00	8,000.00T
Freight	Shipping and Handling TBD			0.00	0.00

Price does not include freight ex Melbourne, FL and applicable taxes.

**Total** USD 26,750.00

**Sales Tax (7.0%)** USD 1,750.00

Phone #	Fax #	E-mail
3212486749	844-465-8196	stea@q-saq.com

# StrongArmPark DCS 10

<https://www.hysecurity.com/operators-accessories/barrier-arm-gate-operators/strongarmpark-dc/strongarmpark-dcs-10/>

## Solar

Operate the energy efficient StrongArmPark DCS 10 with a 24VDC solar panel.† The voltage regulator is inherent to the Smart DC controller. Installation is as simple as connecting two wires. The HySecurity designed intelligent three stage charging system monitors battery condition to maximize battery life.

See FACT SHEET for more information on Solar models.

Note: Standard aluminum arm bracket ships with operator. See "StrongArmPark DC Options & Accessories" for available arm configurations.

† 40W minimum 24VDC solar panel (or two 12V - 20W panels wired in series), not included but required for solar operation. Visit HySecurity.com or call for information on solar panel size calculations.

## Operator Specifications

<b>Duty Cycle</b>	Continuous*
<b>Arm Speed</b>	3 speeds: 1.5/2/2.5 seconds. Field adjustable
<b>Arm Length</b>	Up to 10 ft (3 m) standard length
<b>Arm Designs</b>	Aluminum oval arm with bumper, lights, HyProtect™ breakaway arm bracket & kill switch (standard). Optional articulating aluminum arm with HyProtect™ breakaway arm bracket & kill switch; 7 ft clear/8 ft extended (2.1 m/2.4 m); 8 ft clear/10 ft extended (2.4 m/3 m); 9 ft clear/10 ft extended (2.7 m/3 m). Lights optional.
<b>Full Open Angle</b>	Arm full open angle: Adjustable $90^{\circ} \pm 10^{\circ}$
<b>Handing</b>	Left handing standard. Easy to convert to right handing in field
<b>Operator HP</b>	1/2 hp
<b>Drive Type</b>	Electromechanical
<b>UPS</b>	Two 8Ah batteries. Operates for thousand plus cycles after AC power loss.* Field configurable to fail open or secure when batteries deplete.
<b>Voltage Input</b>	24VDC solar panels - 40W min. panel (Solar panels not supplied by HySecurity)
<b>Accessory Power</b>	12VDC and 24VDC 1A each
<b>Temperature Rating</b>	-13° to 158° F (-25° to 70° C) No heater necessary
<b>Communication</b>	USB, RS-232, RS-485; Ethernet/fiber using optional HyNet™ Gateway accessory
<b>User Controls</b>	Smart DC Controller with 70+ configurable settings. 32 character LCD display and 5 tact buttons or a PC using S.T.A.R.T. software.
<b>Relays</b>	One configurable user relay: 250VAC, 10A electromechanical. Optional Hy8Relay™ for 8 additional relay outputs
<b>App Class</b>	Usage Class I, II, III, IV



<b>Finish Type</b>	Zinc plated with powder coating
<b>Cycle Tested</b>	2 million cycles
<b>Warranty</b>	2 year
<b>*</b>	*The operator's normal duty cycle and the actual number of gate cycles available from battery depends upon arm length/weight, battery size, state of charge and health, ambient temperature, accessory power draw and frequency of arm cycles during power outage.

## Photos



# High Efficiency Solar Operators

**Choose Solar Operators when AC power is unavailable or uneconomical.** Hundreds of thousands of **Nice** solar Linear Actuators (formerly Apollo) populate sun belt residential applications. For good reason. They're power efficient, easy to install, rugged and very reliable.

**HySecurity** Smart DC pad-mounted slide, swing, and barrier operators cycle tens of thousands of residential and commercial gates nationwide. These power efficient, rugged and very reliable operators are easy to install and program.

## Solar's big benefits

- Solar equipment saves! No AC power necessary. No power-line trenching
- Power efficient solar operators cycle even northern gates, where sunshine is less available\*

## Nice Solar LAs: The Residential Choice

- Single family residential, ranch and rural gates
- Power efficient design - Low standby power draw
- Intelligent accessory power management turns off accessories between cycles, increasing gate cycle capacity
- High efficiency motors and drive systems reduce power consumption and generate more gate cycles

## HySecurity Solar Solutions: Residential, Commercial and More

- Integrated charging controller with industry leading MPPT technology generates more gate cycles
- Battery protection software prevents over-discharge - lengthens battery life
- High speed charger maximizes battery charging during inclement weather when sunlight is scarce
- Intelligent accessory power management turns off accessories between cycles, increasing gate cycle capacity
- High efficiency motors and drive systems reduce power consumption and generate more gate cycle capacity

\* Calculate battery and solar panel requirements based upon operator efficiency, gate resistance to travel (weight, length, hardware), peak gate cycle periods, accessory power draw, and sunlight duration and strength during lowest insolation seasons.

See: [www.hysecurity.com/operators-accessories/solar](http://www.hysecurity.com/operators-accessories/solar) for helpful solar design tools.



Nice

1-800-321-9947 • [www.hysecurity.com](http://www.hysecurity.com)

Manufacturer of ultra-reliable high security, industrial, commercial, residential, parking and crash gate operators and accessories.



## Nice and HySecurity Smart DC Solar Operators



## Planning a Solar Gate System

Designing a solar gate system is not difficult. This overview will get you started. For more information visit [HySecurity.com/solar](http://HySecurity.com/solar)

### First Step: Estimate Power Needs

Several factors affect the amount of solar power needed to automate a gate. The most important is usage, the number of cycles per day. The size of the gate is also important, especially for sliding gates.

All systems draw power even when the gate is not moving. Include the idle current draw from your operator and accessories in the power budget. Select low power accessories, too. Some wireless accessories are battery powered and put no load on the solar system.

### Second Step: Available Solar Power

Just because you don't live in Florida doesn't mean solar won't work for you. With the declining cost of solar panels, installations are cost effective in most of the lower 48 states. Plan your system to operate in December, when days are shortest and often cloudy. Maps like the one below depict the power available in kW-h/day on a 1m by 1m solar panel in December.

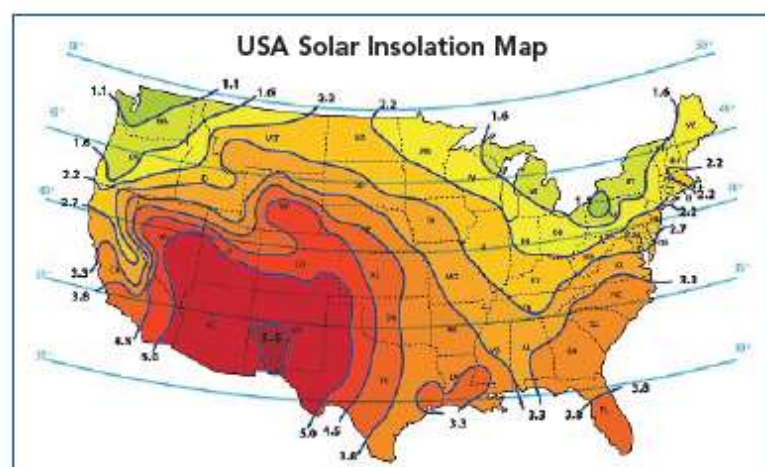
Size your solar panels to provide a little more than daily power used during the worst month of the year.

### Third Step: Power Storage

The batteries need to power the system for extended times of cloudiness when there will be no solar charging. Take the daily power needed and multiply by the desired backup power duration. Size the batteries to have about twice the needed power. This prevents deep cycling the batteries, which reduces their life. For 24V systems always use two batteries of the same size wired in series.

### Other Considerations

Simple things like selecting low power accessories and locating solar panels with an unobstructed view of the sun makes a huge difference in the reliability of your system. Use conservative assumptions for estimating power usage and always round up. An online calculator, more detailed planning sheets, and other resources are available at [HySecurity.com/solar](http://HySecurity.com/solar).



Additional resources are available at [www.hysecurity.com/solar](http://www.hysecurity.com/solar)

Also

[www.nrel.gov/gis/solar.html](http://www.nrel.gov/gis/solar.html)

[www.solarelectricityhandbook.com](http://www.solarelectricityhandbook.com)

[www.solarinsolation.org](http://www.solarinsolation.org)



Contact HySecurity/Nice Regional Sales Manager for an operator/parts distributor near you.  
phone 253-867-3700 | 800-321-9947 | [www.hysecurity.com](http://www.hysecurity.com) | [orders@hysecurity.com](mailto:orders@hysecurity.com)  
phone 210-545-2900 | 800-226-0178 | [www.niceforyou.us](http://www.niceforyou.us) | [orders@niceforyou.com](mailto:orders@niceforyou.com)

D0702 062518



1960 N Rocky View Rd.  
Castle Rock, Co. 80108  
wizard-works@att.net

Foxfield HOA  
Attn: Judy Milkulka  
7376 S Quintero Cir  
Parker, CO 80016

## Estimate

wizardworksssecurity.com  
303-798-5337

	Date	Estimate #
Ship To	10/4/2018	18-879
Foxfield HOA		

Terms 50% Deposit Due ...

			Project	
Item	Description	Qty	Rate	Total
ASG-BL229	== Barrier Arm Gates == ASG BL229 Rising Barrier Arm Operator for heavy traffic. 10K cycles per day, 2M MCBF. 110 VAC, 1 PH. Includes 13' round arm.	4	4,093.50	16,374.00T
ASG-BLOP/...	2E/BLOP/128 Dual-Channel Loop Detector	4	402.00	1,608.00T
ASG-E/BLO...	Safety Edge for Barrier Arm - 13'	4	492.00	1,968.00T
E/BLOP/122	Red arm light to increase visibility - 2 set of lights	4	339.00	1,356.00T
ASG-BLOP/...	UL Force fan heater for BL229	4	498.00	1,992.00T
ASG-BLOP/...	Breakaway arm detection device	4	168.00	672.00T
E/BLOP/BAB	Rotating Base for Breakaway option	4	369.00	1,476.00T
990	Installation of obstruction or free exit loop.	6	650.00	3,900.00T
KNOX 3502	KNOX Key Switch with back plate.	2	190.00	380.00T
GNS	Gooseneck Stand - Single head	2	132.00	264.00T
KPE-10-045	Keypad Enclosure - 5.5" x 6.625" x 4.25" - Locking	2	276.00	552.00T
ISOR	Isolation Relay SPST - 12/24	2	20.00	40.00T
MP-SW	Gate Mounting Pad - 24 x 30 x 36 set 4" out of ground or to top of curb.	4	940.00	3,760.00T
ASG-BL229-...	Shipping Charges for BL229	4	486.00	1,944.00T
ASG-BL-I	Installation of Barrier Arm Gate Operator. Includes mounting Operator, installing gate, hooking up control wires. Does not include Electrical Work or permits.	4	992.00	3,968.00T
Sub Total - Gate operators and accessories				40,254.00
ASG-BA-14	== Options == ASG Barrier Arm 13' Round - Replacement Arm	1	285.00	285.00T
Sub Total - Replacement Arm				285.00
OPT-721-R	== Opticom == Opticom Model 721 Two Direction Receiver	2	1,012.50	2,025.00T
OPT-762-PS	Opticom Model 762 Phase Selector Card	2	3,352.00	6,704.00T
OPT-770-CR	Opticom Model 770 Card Rack for gate operator applications.	2	1,860.00	3,720.00T
OPT-CBL	Opticom Cable - 500'	1	440.00	440.00T
P-308S	3" x 8" WI Line Post, cap - Black coated	2	93.00	186.00T
LABOR(218)	Labor to install Access Equipment	2	1,240.00	2,480.00T
Sub Total - Opticom				15,555.00
			<b>Total</b>	

Signature \_\_\_\_\_

Page 1



1960 N Rocky View Rd.  
Castle Rock, Co. 80108  
wizard-works@att.net

Foxfield HOA  
Attn: Judy Milkulka  
7376 S Quintero Cir  
Parker, CO 80016

## Estimate

wizardworkssecurity.com  
303-798-5337

	Date	Estimate #
Ship To	10/4/2018	18-879
Foxfield HOA		

**Terms 50% Deposit Due ...**

			Project	
Item	Description	Qty	Rate	Total
900.2	— AVI System — TRES 900 UHF Long Range Reader - 18 to 25 ft. - Output: Wiegand, Serial, or TCP/IP - Read/Write Any EPC Gen2 tag	2	2,400.00	4,800.00T
P-308S	3" x 8' WI Line Post, cap - Black coated	2	93.00	186.00T
12-6-1	Power Supply - 12/24VDC, 6 AMP, 1 Output. FACP interface	2	375.00	750.00T
ENC-4S-161...	Electrical Enclosure 16 x 16 x 6 - NEMA 4 - Steel	2	252.00	504.00T
900-WS421C...	Windshield Sticker - Covert CLR - min order is 100	1,000	8.25	8,250.00T
3X-S-EIDC32	Door Controller, Intelli-M, eIDC, PoE Network, Supports One (1) Door With One (In Only) Or Two (In/Out) Readers, Includes Faceplate, Plaster Ring And Mounting Screws	2	590.00	1,180.00T
3X-S-IA-ESS...	License, Infinias, Intelli-M Access Essentials, Via Electronic Delivery	1	650.00	650.00T
LABOR(218)	Labor to install Access Equipment NOTICE: This option requires an Internet connection at the gate areas. Sub Total - AVI System	2	1,984.00	3,968.00T
				20,288.00
TMS-RCR	— Transmitter and Receiver — Transmitter Solutions Rolling Code Receiver	2	65.00	130.00T
TMS-433-RCT	433 Rolling code transmitter Sub Total - Transmitter and Receiver	1,000	25.00	25,000.00T
				25,130.00
	— END of Options —			
			<b>Total</b>	

Signature \_\_\_\_\_

Page 2





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Foxfield HOA  
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## Estimate

wizardworkssecurity.com  
303-798-5337

	Date	Estimate #
Ship To	10/4/2018	18-879
Foxfield HOA		

**Terms 50% Deposit Due ...**

			Project	
Item	Description	Qty	Rate	Total
GN-PEQ	<b>GENERAL NOTES</b> 1) All conduit runs provided by others. All lines to have pull strings. 2) All underground conduits to have factory sweeps installed. Heated bends are not to be used. 3) All conduits are to be stubbed no more than 2" from edge of conduit to building face. All conduits are to be straight and no less than 24" out of ground. 4) All conduits are to be sealed and kept clear of concrete, dirt, water, rocks and other foreign objects. 5) Electrical supply to be provided by others. 120VAC 10A required for each gate. 6) Fire Department may require additional equipment for the access system. These items will be added to the final invoice if required. 7) WWSSI to follow UL-325 and OSHA guidelines. 8) WWSSI to provide cert. of insurance: auto, liability, WC. 9) Site to provide 110VAC service to access equipment as required. 10) Cost of permits to be added to final invoice if required. 11) Job schedule with order. Changes to schedule by customer may cause delays in completion and additional cost. 12) Proposal good for 30 days 13) Warranty for equipment is limited to the warranty extended by the OEM or one year from date of installation. 14) Price is subject to information provided by the purchaser and dependent upon the accuracy of such information. 15) Balances that are unpaid after due date will have a 1.5% interest charge added to balance. In the event legal action is required to enforce the terms of this agreement, the prevailing party shall, in addition to damages or equitable relief, be awarded its reasonable attorney's fees and cost whether incurred before or after commencement of a civil action. Foxfield Combined		0.00	0.00T
			8.00%	\$,120.96
			<b>Total</b>	\$109,632.96

Signature \_\_\_\_\_

Page 3

**Utility Services, LLC****Foxfield electric lateral bid for 2 gates****Gate 1 (S. Richfield St. & Hinsdale)**

1/O wire 100 amp	90 ft. @ \$ 1.50 plf	\$ 126.00
Trench 24" cover	40 ft. @ \$ 4.75 plf	\$ 475.00
#2 ground wire	90 ft. @ \$ .50 plf	\$ 45.00
Asphalt cut and repair		<u>\$ 400.00</u>
		\$ 761.00

IREA charges		
Riser to pole transformer and set meter ped		\$ 1,200.00

**Total for gate 1      \$ 1,961.00**

**Gate 2 (E. Fremont Ave)**

350 wire 100 amp	590 ft. @ \$ 3.50 plf	\$ 2,065.00
Trench 24" cover	500 ft. @ \$ 4.75 plf	\$ 2,375.00
#2 ground wire	590 ft. @ \$ .50 plf	<u>\$ 295.00</u>
		\$ 4,735.00

IREA charges		
Riser to pole transformer and set meter ped		\$ 1,200.00

**Total for gate 2      \$ 5,935.00**

We have bid 350 wire for Gate 2. It may be possible to use 4/O wire which would lower the cost \$900.00.

IREA has told us the meters would be residential and would be billed \$10.00 per month per meter.

## **Appendix C: Speed Humps**

### **Contents:**

1. Estimate from Terracare
2. Estimate from Colorado Asphalt Services, Inc.
3. Estimate from Foothills Paving & Maintenance
4. Table to Estimate Number of Speed Humps on Road Segments





Proposal #  
1/23/2018

**Submitted To**

Town Of Foxfield  
P.O. Box 461450  
Foxfield, CO 80046

**Submitted By**

Town Of Foxfield

**Contracted Specifications**

Speed Humps, Per Design 12ft. X 24ft.	1 ea.	\$3,985.00	\$3,985.00
2 Ea. Thermoplastic Chevrons	2 ea.	\$234.00	\$468.00
2 ea. New Speed Hump Signs	2 ea.	\$307.00	\$614.00
1 ea. Traffic Control	1 ls.	\$200.00	\$200.00
Total Amount			\$5,267.00


**Scope Of Work**

The above is pricing is for 1 ea. Speed Hump, this includes everything needed for 1 speed hump per specification, including the 2 ea. thermoplastic chevrons, and 2 ea. speed hump signs installed.

**Terms and Conditions**

This quotation is valid for 30 days from the "Proposal" date listed above. Net terms do apply.

Exclusions: No asphalt, concrete, & soils testing. Working in freezing conditions. No frost Mitigation

By:  1/23/2018 Accepted: \_\_\_\_\_  
Terracare Associates, LLC Date Town Of Foxfield Date

TERRACARE ASSOCIATES | 7272 South Eagle Street | Centennial, CO 80112 | Office: 1-855-863-8503

 MyTerracare.com



P.O. Box 329  
 Commerce City, CO 80037  
 (303) 292-3434  
 FAX (303) 292-6267  
 www.coloradoasphalt.com

<b>To:</b>	Rick Reubelt	<b>Contact:</b>	Rick
<b>Address:</b>	18277 E. Easter Ave. Foxfield, CO	<b>Phone:</b>	720-341-7943
<b>Project Name:</b>	Foxfield- Mill & Overlay Budget Numbers	<b>Fax:</b>	
<b>Project Location:</b>	18277 E. Easter Ave., Foxfield, CO	<b>Bid Number:</b>	33204
		<b>Bid Date:</b>	6/11/2018

Colorado Asphalt Services, Inc. hereby offers to furnish the materials and labor required to perform the work set forth below for the named Purchaser herein upon the terms set forth below and on the terms and conditions page hereof. Upon acceptance by the Purchaser, this offer shall become a Contract for the work set forth herein upon the terms set forth herein. The Contract price for the work shall be the sum of the items set forth below. The Price of measured items is approximate and subject to accurate measurement upon completion of the work. Prices are valid for 30 days from the bid date of the proposal.

Item #	Item Description	Estimated Quantity	Unit	Unit Price	Total Price
	2" Rotomill, Clean, Tack And Install With 2" Of Asphalt.	1.00	SY	\$14.00	\$14.00
	Clean, Tack And Install Speed Humps. (Each)	276.00	SF	\$9.55	\$2,635.80
	Paint Speed Humps. Directional Arrows With Glass Beads. (Each)	1.00	LS	\$300.00	\$300.00
	Apply Thermo Plastic Directional Arrows On Speed Humps. (Each)	1.00	LS	\$600.00	\$600.00

**Notes:**

- Based on 1 Mobilization for the rotomill. - Each Additional is \$1,400.00.
- Based on 1 Mobilization for the paving. - Each Additional is \$500.00.
- BID DOES NOT INCLUDE TESTING, PERMIT FEES, TRAFFIC CONTROL, SURVEY/STAKING, UTILITY ADJUSTMENTS, OR BOND. (BOND IS 2.5%)
- NO WARRANTY FOR WORK PERFORMED ON FROZEN SUBGRADE.
- NO WARRANTY and NOT RESPONSIBLE FOR PONDING OR BIRD BATHS IN AREAS WITH LESS THAN 2% SLOPE.
- Ground and Air Temperatures to be 40 degrees and rising for bottom lifts and 50 degrees and rising for top lift (taken in the shade) for a minimum 6 hour period to perform Asphalt Installation and to uphold any Warranty.
- Bid does not include any cost for owner insurance unless stated in bid documents prior to bid.

**Payment Terms:**

Invoices for payment for work done shall be issued at least monthly in accordance with the payment terms set forth above. Payments shall be due when the invoice is rendered and shall be considered delinquent ten days from the date of the invoice. Interest shall accrue and be payable on delinquent accounts at the rate of one and one-half percent (1.5%) per month (annual percentage rate - eighteen percent (18%)).

<p><b>ACCEPTED:</b></p> <p>The above prices, specifications and conditions are satisfactory and are hereby accepted.</p> <p><b>Buyer:</b> _____</p> <p><b>Signature:</b> _____</p> <p><b>Date of Acceptance:</b> _____</p>	<p><b>CONFIRMED:</b></p> <p><b>COLORADO ASPHALT SERVICES, INC.</b></p> <p><b>Authorized Signature:</b> _____</p> <p><b>Estimator:</b> Ron Dreiling rdreiling@coloradoasphalt.com</p>
--	--

Bid Date: 2/12/2018  
Time: 10:45AM

Quote Number: 18-0088

Town Of Foxfield  
PO BOX 461450, Foxfield, CO 80046  
303-680-1544

**Proposal for:**  
**Town Of Foxfield - Speedbumps**  
from  
**Foothills Paving & Maintenance, Inc.**  
5040 Tabor St., , Wheat Ridge, CO 80033  
Phone: (303) 462-5600 Fax: (303) 462-5601



Location of Project: Town of Foxfield - [clerk@townoffoxfield.com]

Item	Description	Quantity	Unit	Unit Price	Total Price
1	Speedbumps ASPHALT INSTALLATION: 288 square feet at 4" on 2 areas. Clean area, apply CSS-1 Tack Oil to all edges, install Grade SX Hot Asphalt Plant Mix and compact to a max hieght of 4". Clean up area.	2.00	EA	1,700.0000	3,400.00
2	Striping NEW STRIPING: Provide new layout and stripe lot using a Heavy C-DOT approved traffic paint. Clean up area. NOTE: Includes 13 stop bars and 4 large arrows for speedbumps.	1.00	LS	606.0000	606.00
				Total:	4,006.00

Please See Reverse Side for Conditions: Thank You, David Gothard - 720-398-7740

*David S. Gothard*  
Estimator: David Gothard

Accepted: \_\_\_\_\_ Date: \_\_\_\_\_

## Table to Estimate Number of Speed Humps on Road Segments

The following road segments were identified in the 2016 Traffic Report as being possible candidates for the addition of speed humps. Speed humps are most effective when used in a series. That report suggested that a spacing of 400 to 600 feet would be appropriate for long rural residential roads such as those in Foxfield. The following table gives rough lengths of the relevant road segments and an estimate of how many speed humps would be found on each stretch given the spacing recommendation. This table should be used for estimating purposes only. Please keep in mind that existing features, such as stop signs and dips, driveway placement, grading and terrain features, and more all effect where speed humps can be placed. In addition, recent traffic data should be gathered and analyzed to determine where the Town would most benefit from their placement. Traffic patterns are expected to change after the installation of traffic control gates.

	Road Segment	Length	Estimate of # of Humps
Hinsdale	Richfield to Yampa	2,900 ft	5-7 (already has 1 dip and a stop sign) *remove stop sign at Telluride?
	W. dip to Richfield	1,000 ft	2-3
Richfield	Hinsdale to Easter	2,300 ft	4-6 (already has 1 dip and a proposed new stop sign)
	Easter to Davies	800 ft	2
	Davies to Arapahoe	1,900 ft	3-5 (already has 1 dip)
Easter Ave	Norfolk to Buckley	1,300 ft	2-3 (already has 1 dip)
	Buckley to Richfield	1,600 ft	2-4 (intersection with Quintero makes 3 difficult)
	Richfield to Waco	2,300 ft	4-5 (already has 1 dip and a stop sign at Telluride; several intersections make placement awkward)
	Waco to Chaparral	1,400 ft	2-3 (already has 1 dip/stop sign at Yampa)
Buckley	Easter Wy to Easter Ave	1,100 ft	2-3
	Easter Ave to Costilla	1,300 ft	2-3
	Costilla to Arapahoe	1,300 ft	2-3
Yampa	Glasgow to Easter	1,600 ft	3-4 (several intersections make placement awkward)
Waco	Easter to OLoL lot	2,100 ft	4-5 (already has 1 dip)
Davies	Richfield to Buckley	1,500 ft	2-4
	Buckley to Norfolk	1,300 ft	2-3