

## November-December 2014 Roads Survey Results

### The Process

Six hundred, sixty-three survey envelopes were mailed via USPS to registered Bow Mar voters – using official voter registration lists from Arapahoe and Jefferson Counties Boards of Elections – and 12 envelopes were returned as undeliverable. Three hundred, fifty-three valid survey forms were received through the beginning of December 2013. The final response rate is 54%, demonstrating the high level of community interest in the subject of the condition of the roads and questions about what actions the Town should take. The research project was designed so that responses cannot be traced to individuals, unless you identified yourself (and some residents signed their returned questionnaires).

### The Results

Generally speaking, you told us you support a program to repair our roads:

62% support a Roadway Improvement Program

23% disagree with implementing a Roadway Improvement Program

14% responded neutral or not sure

Potential voters indicate they will support a roads program with the anticipated attendant tax increase implication.

A strong *minority* of potential voters (42%) told us they wanted the roads fixed in the shortest time frame possible with the greater support in Arapahoe County (46%) compared to Jefferson County respondents (35%).

Another relatively large group (23%) support a 1-mile-per year no-debt approach to road repair, and a smaller group (18%) favors a small increase in funding for road repairs. Twelve percent do not want any road repair projects implemented, and a small group (4%) is uncertain.

When asked if you would support a potential ballot initiative, you told us how you likely would vote:

44% likely would support a 2-3 year plan

34% would likely support the 1 mile per year/no-debt plan

27% would likely support the ½ mile per year plan

### Factors That Influenced Your Views

Several questions were designed to identify factors that are important to you in deciding what to do about our roads. You told us:

#### *driveability*

46% said the roads are in sufficiently good shape for driving

35% disagree

20% responded neutral or not sure

#### *acceptance of cracks and potholes*

33% feel the cracks and potholes are acceptable

50% disagree

16% responded neutral or not sure

#### *acceptance of current appearance*

31% accept the current appearance of the roads

55% disagree that the current appearance of the roads is acceptable

14% responded neutral or not sure

*comparison to nearby neighborhoods*

13% feel our roads are similar to those in Bow Mar South, Columbine Valley, and Pinehurst  
62% disagree  
25% responded neutral or not sure

*home value*

51% agree that home value is affected by road conditions  
26% disagree  
24% responded neutral or not sure

Potential Components of a Roadway Improvement Program

The need for drainage improvements is supported by 58%, rejected by 22%, with 20% being neutral or not sure.

The need for repairs beyond chip sealing is accepted by 50%, rejected by 12%, with 38% being neutral or not sure.

The need to repair culverts and ditches is recognized by 64%, rejected by 18%, with 18% being neutral or not sure.

Forty-eight percent are willing to pay out-of-pocket for culvert repair under *their* driveways (if needed), 24% say they are not willing to pay for culvert repair (if needed) under *their* driveway, and 28% are neutral or not sure.

**TRUSTEES' NOTE:** By ordinance, property owners are required to maintain functioning culverts under their driveways.

However, 37% say they are willing to include failed driveway culvert repair in the program, 40% reject the idea, and 23% are neutral or not sure.

Safety related improvements as part of a roadway improvement program are accepted by 42%, rejected by 38%, with 20% being neutral or not sure.

Verbatim Comments

More than 100 of you provided comments, and they are presented here by county. No attempts were made to edit or correct, and not all comments were legible. Words that could not be deciphered are represented by [xxx]. Three asterisks – \*\*\* – separate comments. For referencing the verbatim comments, survey statements/questions follow the verbatim comments.

***Arapahoe County residents' comments:***

Not sure of length of Bow Mar Dr but could the entire length of it be replaced the 1st year? Then the smaller lengths based on worst 1st. Thanks for all your hard work

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Good work on this – thanks for asking.

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Thank you for taking the time to survey the neighborhood. It is important to hear everyones opinion – or at least give them a chance to give an opinion.

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I think a substantial amount of the road damage is due to construction vehicles and I think new construction projects should be assessed an increased amount to help offset some of the tax increase and repair damage.

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Give up, please. Thanks.

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Install gates at all entrances = less traffic = better roads. Cut down small pinions on Bow Mar Dr along Marston. Put in trees /c house color, add H2O line. If you must repair roads do it piece meal. Close road that enters on Sheridan – lot of traffic.

\*\*\*

Bow Mar has the worst roads in the state and they are an embarrassment to the area and completely unreflective of quality homes in Bow Mar. Fix them NOW not over a series of years.

\*\*\*

Stop spending so much money.

\*\*\*

Q 10: no

Q12: It would nice to have sidewalks.

Q14: no do not want change

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Q2: Not the potholes.

This survey apparently includes every foot of road. The engineering study indicated that 1/2 the roads needed attention. I'd like to see those areas repaired, and the remainder maintained on an "as needed" program. Would there be a savings if the speed bumps were eliminated?

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Priority should be Bow Mar Drive 1st. It looks horrible and is the main street reflecting on the entire neighborhood. I live on Ridge Trail and our road is fine for now. Prospect and Lakeshore would be next in my opinion

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Please fix our roads!

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I would not support any tax increase until the heavy traffic issues are addressed with increased enforcement of existing weight limits, higher fees for heavy construction trucks or security gates. We are a small town that should not have to bear the burden of all the traffic on our roads alone or we should restrict traffic

\*\*\*

Under current economic conditions, It is best to take a longer term pl[xxx] in program. The worst & most heavily traveled roads should get preference. I bike, run & walk all the roads and have no serious issues with serious ruts, potholes or other dangers. Our community has a more rural nature to it & should not be compared to the others noted in this survey. It is what gives us that more laid back community appeal. The "pay as you go" approach is a good compromise that best fits our needs.

P.S. The appeal of our community is not driven by roads. Buyers seem to be lining up to move in & live here. I hope we don't change the current appeal & nature of our roads system as it is.

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Roads are fine. No more taxes.

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This is unnecessary. Stop this dialogue, please.

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Could the \$4million, 2-3 yr project be financed via a municipal bond offering which amortizes over a period greater than 12 years? [Resulting in a homeowner tax/assessment increase of less than \$1200/year? (for \$1 million home)]

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Please improve all our roads & Drainage – it is embarrassing! DO NOT make us wait 10+ years!

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The powers to be seem to be such experts & so knowledgeable about pavement & roadways now. It is to bad it did not occur to them in the years past that the roadways would eventually need repaired & replaced and set aside a portion of the budget for that.

The only "Improvement Program" I would support is that the town take the already high property taxes they extort from us and budget it (just like all of us homeowners have to do to pay the bills) to do this work.

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Q14: would vote for only if [Q] 13 not on the ballot

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Q14: would rather not, but it's better than nothing

COMMENTS: We appreciate your hard work on this issue, & will go along with whatever you decide is best.

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Q10: I already did!

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Q4: Who cares

COMMENT: Why not divide cost of roads by number of lots. Why should more expensive homes pay more? Do they use the roads more?

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Re: ?13 – How long would rebuild/resurface be expected to last? How long until the next resurface? What warranty is provided by vendor?

Re: ?13 – How much to maintain annually & how will that increase over time?

RE: ?13 – Unclear how Mary's Meadow ending in 2014 is related to the \$100/month estimate.

Re: ?15 – how could all \$35,000 of pothole repair go to resurfacing? – won't there be potholes to repair over 18 years?

Re: ?10 – who decides what homeowners must do & how? will there be an appeals process? If maintaining culverts has always been a homeowner responsibility – why has this not been enforced? – How do the new road impact fees factor into anticipated finance needs?

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Do it now.

Do it before more roads fall into greater, more costly disrepair.

An 18 year program will probably never get the job done.

VERY well done survey!

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\*Will not support any progressive tax increase – Benefit from roadwork is shared equally in terms of usage and property valuation increases

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Why not combine 2+3 of Question 16 above to get the best value to tax payers. It boils down to Option 1 but it is not explained how the offset of savings from the paid off Mary's Meadow savings affect the net cost of Option 1.

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The options above do not state whether the homeowner will personally pay for his/her culvert. I am STRONGLY in favor of homeowners paying for their own culverts. IF this is paid by homeowners then I would be in favor of the 2nd options above. I do not feel that every homeowner should have increased taxes and pay for neighbors' culverts especially if we have already taken care of our own culverts. DO NOT FIX THE ROADS UNTIL DRAINAGE IS ADDRESSED!!!

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I don't see a big problem with the current condition of BOW MARS roads.

I like the "country feel" of Bow Mar roads.

I prefer BOW MARS "sidewalkless" and "curbless" roads.

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I have always questioned the purpose of a 5 mile/hour speed bump in a 25 mile/ph street. Wouldn't a 25 mph hump be more appropriate? Are we wanting traffic to flow at 5 mph or 25 mph? The humps are ridiculous & and are much more of a problem than the pot holes.

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Q11: 2 culverts

COMMENT: The speed bumps in their current state are ugly & uncomfortable for drivers who must negotiate them daily. I would be more likely to support a road improvement program if it included the elimination of the hideous speed bumps.

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Would like to see more numbers for options.

Why did repair increase for Bowmar from \$1M in 2009-10 to \$4M in 2011-12??

Wish the Trustees were as interested in other issues like crime, gates, livestock as they are in roads.

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Thoughtful, well-prepared presentation of a major project! Good Show!

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Total houses total cost. What ever we decide cost should be divided equally by homes. Not what was paid for the house.

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Our roads are driveable, but they look bad, especially for a neighborhood such as ours with very high home values. We need to do it the right way, or just tear out the old asphalt and go back to dirt roads.

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Good Luck

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The burden of fixing the roads should be shared equally by ALL homeowners. Linking the burden of taxation solely to home value to repair something we all use EQUALLY is unfair. In addition, by shifting the responsibility of maintaining our town's infrastructure from the whole community to a much smaller segment inevitably leads to a host of unintended consequences. Such as, decreasing demand for higher valued homes, due to increased cost, and creating a disincentive for maintaining properties, "someone else will pay for my driveway culverts." This great community does not have a welfare component. Let's all work together equally to maintain it.

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My business is suffering with the economy unfortunately I do not have excess \$\$ like so many of our neighbors. I am not convinced Bow Mar will not waste \$\$.

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Property owners need to replace the sod that is next to the roads. Their sprinkler systems over spray the asphalt + adds to the moisture + breakdown of the road.

Large building projects need to be charged a fee during the construction for the use of overweight trucks on our roads.

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I believe that your engineers are wrong. These roads are not typical. We get very little traffic and rarely have heavy trucks. Our roads last 2 or 3 times road with higher traffic.

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Gates would be ideal, so that were not paying for all of these people driving through our neighborhood who shouldn't be

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All of my answers (support for roads now) are predicated on Todd Guthrie, Jim Bosshart, Garrett Baum and others with knowledge and experience being involved in all aspects of the project, start to finish. Without experts I am not interested in anything happening to the roads.

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Merle – I'm sorry we spent so much time on "chickens", and were not able to focus on our roads in 2011. Thanks for all your hard work on behalf of the community.

Rick Wilkins

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Why are we re-visiting this – it was voted down two years ago.

Repair as necessary is a satisfactory solution.

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I think we should fix what's broken – for example, not all roads have subgrade moisture.

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No PROGRESSIVE Tax Increase!

Equal Benefits = Equal Pay

Higher valued homes already pay more

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Q16: maybe [option 3]

COMMENT: Should be a Flat Tax For ALL

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Driveway culvert repair includes dryway repairs, can be very costly - also - let's improve the drainage improvements first. Homeowners do not take care of the drainage [xxx] – they mostly abuse these – that should be improved first If we do not improve drainage 4 million [xxx] road repairs will be washed down before the [xxx] pay for those.

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Roads & safety are critical to property values and if we want to live in this type of community, we need to step up.

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Not sure re: option 1 or 2. Would like to know how long will the present roadways last without further repairs. That information would influence whether I would vote for one or two.

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The priority for repairs/replacement should be the high traffic roads. Bow Mar Drive, Sheridan and Lakeshore (as needed). Repairs/replacement should be minimal on lightly travelled roads. This is a common sense + responsible approach.

Sue + Peter Schutz

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Given the possible building of the proposed apartment buildings on Belleview. I think the gate issue needs to be revisited Before investing Big dollars into road rebuilding.

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Before any major road repair is done I want to see if the apts on Belleview are built. IF SO I want money spent to detour traffic out of Bow Mar, before spending a lot of money on road repair.

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Our roads in Bow Mar are a disgrace. It is a fundamental responsibility for homeowners to participate in whatever is necessary to rebuild our roads.

\*\*\*

The study in 2010-11 was performed after one of the wettest springs we have had. The interpretation was completely wrong. I do not believe the subsoil needs to be stabilized. Money has been wasted on crack sealing. I would support a correct plan an road resurface and tax by road frontaged not mil levy.

Scott Wagner

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#4-This question is not valid as being similar, no one cuts through Pinehurst to go to Wal-mart. The same with Columbine Valley Bow Mar South has cut through by other Bow Mar drivers except when gate is in use. A cheaper option.

#7, #9, #10-The homeowner has been responsible for repairs, how we expect the Town to take over all of the drainage, culvert issues? This is unfair to those of us who have already paid for it.

#12 safe route – We don't have sidewalks. Our children ride bikes to Goddard along with everyone driving on our roads, it's totally unsafe, we made our children use less traveled roads so that the CUT THROUGH has the right of way.

We pay more taxes than most of Bow Mar let alone the "surrounding" neighborhoods. I am frustrated by this board to have this ballot. There are plenty of families willing to vote for a gate. Our value will rise along with our taxes we can then pay for the roads and they will last a long time. Those new apartments will ruin this community & roads & safety. Right now you can turn the roads to gravel as far as I am concerned! Stop cut through!

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Gate

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Please make sure any improvement program includes improvements to the speedbumps in town.

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Gate the community. STOP Cut Through TRAFFIC and our roads will Last! Property Values will increase, taxes will go up and we will have money to repair our roads! PROBLEM SOLVED!

IF WE DO NOT GATE our community with the new apartments at belview and Federal we will have 750 more drivers cutting through – more crime and our beautiful lake-beach will be lost to outsiders!

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If not now, when?

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Q13: "1" but only if all homeowners are EQUALLY assessed. If assessment is based on property value I will NOT approve

Q14: "1" If assessments in question 13 are not the same for all homeowner (i.e. everyone pays the same assessment regardless of property value) then I would vote yes on #14

Q16: see comments [scratched out options 3 and 4]

COMMENTS: I would support a comprehensive "Rebuild-Resurface" option as long as all homeowners are assessed EQUALLY and NOT based on property value. If the assessment were to be based on property value, I would only support the "Pay-as-You-Go for a Mille a Year."

Why are we not considering forming a Special Assessment District and charging everyone equally? And I would support funding the marina as part of the Special Assessment.

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Why not pay for road repair by assessing either home owners or home occupants (a 6-year old uses the roads as much as a 16- or 26- or 56-yr. old) rather than basing the assessment on a home's worth? That is, a home occupied by four people would pay more than a home with two folks living in it, but less than a home with five or six. Or, if that formula is too complicated, just charge by the house regardless of the number of people living there. Or, let each block decide if the street in front of their houses need repair and they split the cost.

The street conditions in Bow Mar are NOT uniform. Some streets have a few potholes, some have small or medium-sized cracks, others are in quite good condition.

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Things to consider:

Bentonite soil problems in Bow Mar

Water drainage from grass next to street being watered

Heavy trucks driving during construction to pay additional fee

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Q13: Only if the assessment is equal for all households & not based on property value

COMMENT: I will support road improvements if everyone is assessed equally, not based on property value. It is not fair for one household to pay 150-200% more than another when we all use the roads equally. Not to mention that the more expensive households already pay higher taxes.

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Q13: for how long a time period?

Q14: for how long a time period? Duration of repairs or more?

\*\*\*

Q5: BAD QUESTION - AMBIGUOUS. IT MAY INCREASE the value or decrease the value. In the current state they increase the value, but I don't think that was the intent of the authors.

\*\*\*

I would vote yes to Rebuild-Resurface as long as culverts-ditches and any drainage is paid by the home owner.

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Q9: Engineering should ensure all homes do not get drainage from road

COMMENT: We live on Wagon Trail. During rainstorms, water flowing down the street enters the yards of two neighbors and our driveway and also drains from our next door neighbor into our yard. I believe this road project should evaluate ALL drainage, not just existing culverts. The road project should also fix this issue.

\*\*\*

There should be a higher permit fee for constructing new houses and remodels of standing homes. A significant amount of damage to our street was caused by these heavy vehicles. I also feel badly for some of the elderly in Bow Mar who are on a fixed income. It doesn't seem right that they may be financially penalized b/c others with a much greater income have come into BowMar, torn down & rebuilt houses, causing road problems b/c of the large trucks. We are a drought state so it's hard to believe ALL the roads are poor b/c of water damage.

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PLEASE FIX THE ROADS!

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Home owners need to pay to enhance culverts in front of their own house – I don't want to pay to fix someone else's problem for them.

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### ***Jefferson County residents' comments:***

We used to live in Leawood where the houses are \$200K-\$450K and the roads were beautiful. Embarrassing for Bow Mar.

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Q4: Don't care

Q9: stop watering the roads!

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The road in front of our home has never been repaved and we moved here in 2000. I was told because I protested to the head of roads that it would be the last area in Bow Mar to be resurfaced.

Chris Silliman

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Q4: Why does this matter?

Q7 What does this mean? "road failure"

Q9: Who owns culverts?

Q10: Who determines "culverts need to be repaired"

Q11. What does this mean? "optimal" drainage

Q15: Not all 9 need repair!

COMMENTS: We're a small town. Bootstrap it! "Need" is a value-based term. So far I remain unconvinced re: "need" and options provided.

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I would prefer no tax increase for roads. I did support the road repair attempt last time it appeared. Was that a bond supported repair? I would also support (and would donate) private donations for roads. That might accelerate road repairs on the pay as you go plan.

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As marked:

Q9: Repairing "some" culverts...

Q12 measures "& wider "hump" bumps (OK at 20 mph)

Q13: Bond issue should be 15 or more years maturity! Let new owners share the cost!

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Q8: Not qualified to answer.

Q12: Restored signage should be normal upkeep.

COMMENT: Get rid of the massive speed bumps. Team of engineers should oversee project.

\*\*\*

What is the life expectancy of a newly built road? Does it vary based on the 3 options presented?

2011 Report states in the repair and maintenance budget is \$10,000/year for new roads how is that expected to change over time.

What are the trade-offs of the different options of the different years other than tax ramifications and time until completion. Will the drainage/runoff still be addressed with the 18 year program or will the delay repair of drainage in some areas cause increased damage/wear to repaired roads?

Will a longer repair schedule provide additional incentive for the contractor to make sure the work is of high quality and longevity, because his contract could be cancelled for if new roads deteriorate during the repairs?

Under the \$100/month option (for a \$1MM home), what happens to the Mary's Meadow mill levy?

Under the 18 year option how could all of the pothole/repair budget go to rebuilding? Wouldn't there still need to be some minimal maintenance on the existing roads and those that had been rebuilt recently?

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Thanks for the effort to pull this together and help Bow Mar

Allen G

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Answer to #16 is based on homeowner having the responsibility of culvert repairs. If that verbage is not in the ballot I would most likely NOT support Roadway Improvement.

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Thank you Merrill [Merle] and others for handling tis challenging issue.

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Q4: Aren't we more comparable to Cherry Hills – Belleview & University area?

Q5: Tired of how disgusting all patches look.

Q8: have to take your word for it

Q11: if it helps get it done

Q14: seriously our roads are trashed now

Q15: We need to try to bring Mary's Meadow under town ownership to better control traffic there

Q16: with addition of construction levy



COMMENT: Assess a fee to remodel/renovation projects, as their large trucks and trailer trucks cause huge wear and tear on our roads.

Town of Bow Mar has no commercial revenue base – all falls onto homeowners. Given this, is there a possibility of Littleton annexing Bow Mar? Has this ever been explored? Notice the streets in Bow Mar South vs. Bow Mar.

A supposedly upscale neighborhood should be able to "bite the bullet" to provide good roads. Property values are probably more affected than the out of pocket-book of paying for roads.

Remember the saying "pay me now or pay me later."

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If residents of Bow Mar would like to begin supporting gates for this neighborhood, I would 100% support the "road improvement program." Until then, let the roads crumble! With THOUSANDS of cars cutting through Bow Mar on a weekly basis, I don't see improving the roads as an option. Paved roads increase traffic!! In addition, "new or restored signage" is useless as well because it seem as though we lose about a sign per week to the random drunk driver who clearly does not live in Bow Mar. Address traffic issues FIRST! Then, let's talk road repair!!!

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I would prefer to have dirt roads. It would discourage thru traffic.

\*\*\*

Please get rid of or diminish the speed bumps in town. Driving over them (even slowly) jolts the driver and passengers. Anyone with spinal, neck, or back issues are affected by this.

\*\*\*

Q16 - 1 the same for everyone

COMMENT: I support the rebuild-resurface on all roads but the tax increase should be the same for everyone and not based on property value!

\*\*\*

I don't understand the point of Question 8 as it seems you need to be a road engineer to answer it. I would think this would be factual instead of opinion. That being said, chipsealing did work at arresting deteriorating road conditions in our former neighborhood although I initially had a negative opinion about it.

Could the roads be turned over to the counties? The maintenance costs would probably be lost in rounding to them.

\*\*\*

One point you should make is how much are we currently paying for taxes on Mary's Meadow – and when that is paid off (in 2014) our taxes will decrease by ?? So subtract that from the increase of \$100 per month in the "rebuild-resurface" option. Show real cost is \$100-? = ? per month

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I am shocked and disappointed by the costs. Clearly, many years of neglect +/- or mismanagement has created a panoply of very poor options. I am unsure how I will vote at this juncture.

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11/10/2013 Trustees,

I cannot, in good conscience, answer this survey. It is convoluted and tedious. What is it you hope hoping to measure? At best, the results of this will be inconclusive. With an issue that is so important to our Town, you should have had someone who is skilled in writing surveys establish the format. AS is, this is junk mail. I am at least commenting, whereas my neighbors put their surveys into recycling.

For demographic purposes, I am male, reside in Arapahoe Co. and am 59 yrs. old. **[NOTE: The survey form returned was coded Jefferson County]**

Question #1 through 3 solicit responses re: our roads and the way they are stated shows the ineptness of the person(s) who developed the survey. Could have stated the roads have cracks and potholes and then asked if these conditions are acceptable/not acceptable to drivers, walkers, etc. The formulation is way off kilter and doesn't measure anything.

How are out Towns roads compared to those of Bow Mar So., Columbine Valley and Pinehurst important? If WE need road repairs, those repairs should not be dependent upon the condition of any other community's roads. And, is it expected that we walk or drive these other communities roads to establish our answer? This is not germane whatsoever to our roads.

I do support a "Roadway Improvement Program" and it needs to include the cost of repair/replacement of culvert/ditches. Homeowners should not be responsible for this as it is an integral part of the roadway system and not a homeowner's responsibility. I would support the "Pay as You Go for a Mile a Year" for 9-10 yrs.

I would like to see data relative to home values and infrastructure, i.e., roads. None of us like to be hit in the pocketbook to the tune of \$50 or \$100 in additional monthly taxes. However, we all like to keep the value of our homes secure and hope to see appreciation. I believe you would get more support for our Town's roads if you could show that there is a direct correlation between home values and infrastructure. People like to preserve the investment in their home.

I am disappointed in the wording of this survey and what it hopes to measure. Trustees, you can do better than this. I believe this survey will negatively impact support for our roads. Truly a disaster.

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The roads in Bow Mar are a disgrace and a road improvement program is needed now.

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I have no trust how Bow Mar runs things as I've seen waste and poor decisions throughout the years. Lots of doubts that money will be spent properly.

The last road improvement we saw within a year, the road was ripped up and a pipe, the length of our property was installed. From a seal coated look, we then had a "patchwork". The "track record" for how Bow Mar spends money is poor.

Then we have neighbors wanting cameras?

\*\*\*

You MUST involve volunteers from the neighborhood who understand civil engineering, infrastructure design + construction, and construction management to make this happen. Most people do not understand Question # 7, 8, 9, 12 and underestimate how bad the roads are today and that delaying the inevitable will only add more cost to operations to follow and will become a factor when they attempt to sell their homes. Do it, do it right, do it quickly, use professionals (not housewives and not [xxx] attorneys) to direct the program.

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Q16: Only if plan is revised.

COMMENT: The City of Bow Mar should ask for funding from Littleton, Englewood, and Denver to repave Sheridan, Bow Mar Drive and Prospect since much of the damage is due to excessive traffic. Absent outside funding assistance, Bow Mar should be gated to limit traffic volume and prevent road damage and further wear and tear.

The plan needs to be revised to not destroy driveways and yards where no culverts and ditches exist currently and are not required, otherwise I cannot vote for this. All culverts under roadways should be concrete pipe, not metal or plastic. If you want engineering assistance - call me Ed Anderson 303-210-0231, 4720 Bow Mar Drive

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Q10: depends on cost

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I would approve the Rebuild-Resurface under the condition it be handled by those SPECIFICALLY knowledgeable on roads.

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Road work way overdue

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Q4: "disagree" at least in comparison with Bow Mar South & "not sure" with Columbine Valley or Pinehurst

Q15: but I need more information as this "seems" like it may be an "overall" more expensive & less practical approach

COMMENT: #2 Potholes are items I "strongly disagree with" whereas cracks depending on the degree/severity are items I vary in from "neutral" to "disagree" to "strongly disagree." Therefore, I prefer these items have been addressed separately as two separate numbers.

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Safety, signage and road markings should be performed by Bow Mar citizens in an effort similar to Beach Cleanup day.

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I think one of the issues is that there are two very different understandings of what kind of community Bow Mar is. You see it in the survey where you compare us to Columbine and Pinehurst but not Bow Mar South. We are not a

'Country Club.' Can you imagine Pinehurst or Columbing having a neighborhood 'clean up day' or people in the neighborhood that repaint the street signs or maintain the gardens and common areas?

When we moved to Bow Mar the roads were actually gravel. The move was about a life-style. You would see people ride horses in the town not golf carts. Houses were purchased not as 'investments' but as places to call home. You didn't think twice about running over to the neighbors if you ran out of eggs or sugar in a recipe. More and more when I go for walks you don't even see people at their homes. You don't meet many neighbors or chat over fences. In my opinion this has hurt the value of Bow Mar far more than deteriorating roads. Roads should be maintained but they weren't meant to be a show off feature to increase the value of your rebuild.

I agree the roads need work, one of the biggest issues for me is the many rebuilds where plumbing or other work has been done that has ruined what formerly was a good road.

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Q10: It's been replaced.

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Q5: This is a BAD SUBJECTIVE STATEMENT!!

COMMENT: If you want to increase cut thru traffic fix the roads – please keep roads rural. I did not move here to be "Cherry Hills" too bad they were paved in the first place.

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Q7: as required [crossed out "substantial"]

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As most of the pot-holes etc. are caused by heavy trucks going to & from home remodeling & building – permit money should be increased to repair the damage. Many of the roads were gravel when we moved here & we built good roads instead of tearing them up.

### ***Other residents' comments:***

Q15 - These are our only choices? . . . I think not.

Comment -- NO NEW TAXES RE-APPORTION EXISTING TAXES RENEGOTIATE POLICE CONTACT SO THAT WE FINALLY BENEFIT FINANCIALLY use that \$\$ Why are taxes so high now? If you want to compare roads to BM South, then let's let Littleton annex us.

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I think Bow Mar should consider gates similar to those in Bow Mar South to decrease rush hour traffic. That will take pressure off our roads, keep our children safer and increase house values.

### Survey Statements/Questions:

**Q1 - Roads in Bow Mar are in sufficiently good shape for driving.**

**Q2 - When I walk or drive on roads in Bow Mar, the cracks and potholes are acceptable to me.**

**Q3 - The current appearance of the roads in Bow Mar is acceptable to me.**

**Q4 - The conditions of the roads in Bow Mar is similar to surrounding neighborhoods, such as Bow Mar South, Columbine Valley, and/or Pinehurst.**

**Q5 - The value of my home is affected by the conditions of the roads in Bow Mar.**

**Q6 - Generally speaking, today, I support a "Roadway Improvement Program" in Bow Mar – understanding that such a program may mean I pay additional taxes.**

**Q7 - A "Roadway Improvement Program" for Bow Mar should include substantial drainage improvements.**

**Q8 - Bow Mar roads that exhibit high subgrade moisture content cannot be repaired by methods such as chip sealing because these methods do not address the underlying causes of excess moisture.**

**Q9 - Repairing the culverts-and-ditches drainage system should be part of any "Roadway Improvement Program" in Bow Mar.**

**Q10- If my driveway culverts need to be replaced, I am willing to pay out-of-pocket for that work.**

**Q11- To ensure repairs are made and to ensure drainage is optimal throughout the Town, costs for driveway culvert replacement should be included in the financing of any "Roadway Improvement Program" approved by the voters, rather than directly billed to homeowners with failed driveway culverts.**

- Q12 - A "Roadway Improvement Program" for Bow Mar should include safety-related items such as school bus stop improvements, restored signage, pavement markings, and "Safe Routes to School" measures.**
- Q13 - One ballot question will be presented to voters in the April 2014 election. If presented for a vote, I likely would support a plan to rebuild-resurface roads over a 2-3 year period, which would increase my property taxes (on a home valued at \$1 million) by about \$100 per month.**
- Q14 - One ballot question will be presented to voters in the April 2014 election. If presented for a vote, I likely would support a plan to resurface an average of 1 mile of roadway per year, which would increase my property taxes (on a home valued at \$1 million) by about \$50 per month, knowing that the road in front of my home may not be repaired until year 9 or 10 of the project.**
- Q15 - One ballot question will be presented to voters in the April 2014 election. If presented for a vote, I likely would support a pay-as-you-go plan to resurface about  $\frac{1}{4}$  to  $\frac{1}{2}$  mile of roadway per year that would not increase the General Obligation Bonds and Interest mill levy portion of my property taxes from the Town of Bow Mar, currently at 4.155 mills, knowing that the roads in front of my home may not be repaired for 19 years or more.**
- Q16 - Given an opportunity to vote for ONE Roadway Improvement Program item appearing on the ballot in the April 2014 Town election, which one option would you prefer to see on the ballot?**