

August 29, 2025

RE: Public Input via written Document

Honorable Mayor, Honorable Mayor Pro Tem, and Council Members,

My name is Aaron Valtakis, and I live at 18180 E. 100th Ave. 303-907-1473

It seems Walden has become the new truck route during the 96th construction and high school projects. Public Works installed two signs labeled "Truck Route RVHS" along Walden. The South Walden sign says M-F 7 am-4 pm, while the North Walden sign says F-M 7 am-4 pm. However, trucks are passing through 24/7.

These trucks also travel through the elementary school zones and intersections, creating conflicts when school is in session especially, during student drop-off and pick-up times. The Eastpoint subdivision feels like Ground Zero for the semi-truck invasion. The Truck traffic was bad a couple of months ago, then improved, but in the last two to three weeks, it has worsened.

Semis with Hazardous Material Tanks pass through as early as 5 am consecutively (Kansas plates). I have a camera on that corner recording every semi 24/7 with exact times. I know some dirt haulers which pass through are part of the 96th project because I've seen them parked at the job site. I spoke with Mayor Pro Tem Noble about this issue, and the situation improved! The high school truck traffic was the culprit (they began using Walden and 98th to enter the site cutting directly through residential streets). I believe this project has changed the access point to 96th. Despite the improvement the, truck traffic has worsened over the past few weeks, whether it's due to the 96th project or rogue semis bypassing the 96th closure.

I've brought this issue to Public Works' attention twice this summer. Commerce City promotes "Quality of Life" as a mission statement, but actions like allowing a

truck route through a residential area and next to a school undermines the “Quality of Life” mission statement. It defines more as a marketing slogan/lip service rather than a paramount principal engrained in decision making which leaves a Caveat emptor situation in the City. Lastly, I’ve noticed signs on 96th prohibiting left turns for semis into buffalo hills. Yet Eastpoint has no such signs, just invitations for Truck Convoys? What up there?

When the action of the City compromises the Mission Statement or goal (“Quality of Life”) by condoning a truck route directly through a residential area and directly through a school area; there lies a direct breakdown in the implementation of that mission statement or goal “Quality of Life”(It appears that this phrase is not a value but a just slick marketing slogan? And it’s ok to compromise by endorsing this route.).

**Interim solution**-change messaging for the signs on Walden to "No Semis" and then increase enforcement. How can you enforce the current regulations when the City condones the action by endorsing a truck route through a residential and school area? That is Hypocrisy. As I stated, to Mayor Pro Tem Noble, the purpose of the Council is to find the Will of the people, The Purpose of the Administration is to implement that Will. There was a clear failure in implementing this Traffic Plan (If there was one). I do not believe the Will of the people is to compromise safety on residential streets and the safety surrounding schools.

**96<sup>th</sup> Ave Truck Transportation study Session comment Submitted via Facebook to Councilman Dukes on the Eastpoint HOA Group:**

Cities and counties need effective long-range development, Master Plan, Long range Plans and Transportation Plans to prevent conflicts. For example, a two-lane road serving an international airport, industrial parks, hotels, residential areas, and major highways is insufficient, causing traffic issues that were overlooked during the Tower expansion not too long ago.

Residential and industrial zoning conflicts are common, often resulting from poor past decisions. The City must do more than temporary Band Aid fixes by saying

increase Safety and Enforcement, the underlying issue is lack of direction, lack of support to change policy, (Staying on the same road of past decisions), update administrative documents, update guiding documents and update infrastructure according to those documents and policies. Then continue to regularly update as growth occurs.

A solution that would help traffic is shift policy direction by implementing Buffer zones between residential and industrial areas or increase buffer zones separating the traffic, transportation plans revised for higher traffic volumes, and right-of-way easements expanded and acquired accordingly when platting or approving Site Plans and PUDs.

Regular coordination and updates are essential. The example I use for lack of coordination is 112<sup>th</sup>, a dirt road that dead ends and a major recreation center built down the road but there is no road no way to access it from 112th. Housing continues to get approved 112th which adds more volume to 104<sup>th</sup> and 120<sup>th</sup>. Perhaps, if 112th was developed common sense dictates a decrease in traffic.

Thank you

Aaron Valtakis  
MPA, MSC