

## Is Completing the Beltway Good for Arvada and Jefferson County? Maybe Not.

Business interests, including my own trade association, the Jefferson County Association of Realtors (JCAR), all lined up over time behind the "completion" of the beltway around Denver, thereby connecting C-470 where it ends at I-70 to the Northwest Parkway where it ends in Broomfield..

Recently, the three Jefferson County Commissioners voted unanimously to create a Public Highway Authority (PHA) to keep the concept alive after Governor Ritter and the Colorado Department of Transportation abandoned the effort. (CDOT announced just this week that they were abandoning their preliminary work because there was neither consensus among jurisdictions nor money to build such a highway.)

At their public hearing prior to voting for the PHA, a representative of JCAR testified that we Realtors

support their action. I testified against the action as an individual real estate professional, and I'd like to explain why.

For years Golden has been asking that Highway 93 be widened from Highway 58 in Golden north to Boulder. Adding lanes to this 2-lane highway has been justified for at least a decade based on traffic volume, safety and congestion, but doing so had been held hostage to

CDOT's desire to force a limited access highway through Golden, thereby completing the beltway.

Recently, the Commissioners and others said they support a plan promoted by Golden to build a 45-mph parkway through Golden with the elimination of only certain traffic lights through the creation of grade-separated intersections. This would be a huge improvement for Golden's neighbors to the north as well as for

Goldenites. However, the PHA's focus is exclusively on linking the Northwest Parkway to Highway 93 north of Golden without any talk of four-laning Highway 93! This is putting the cart before the horse.

Wouldn't it make more sense to increase capacity leading to a future highway before you build the highway? That's what is done when new subdivisions are built — developers underwrite the cost of widening the roads which service those new subdivisions. The effort should be toward relieving today's congestion, not building a highway that CDOT's own studies show is not needed.

Arvada residents should also be concerned that the PHA can only pursue the creation of a *toll* road since the state won't build one. A toll road is only financially feasible when local jurisdictions (in this case, Arvada and Jeffco) agree not to maintain or improve roads which might take away customers from the toll road. This is, in effect, a guarantee of congestion on Indiana & McIntyre Streets. A good idea? I think not.

### REAL ESTATE TODAY



By **JIM SMITH,**  
Realtor®

### This Week's Featured New Listing:

#### Outstanding Ranch with Finished Walk-Out

The Village at Mountain Ridge is that Golden subdivision on the west side of Highway 93, backing to the Mt. Galbraith open space park. A trailhead for that park is located right on Canyon Point Circle, a short walk from this home. Being on a hillside affords many of these homes outstanding views of Golden and the Table Mountains, and this home is chief among them. In addition, it is one of only 22 ranch-style homes in this neighborhood at a time when aging Baby Boomers like myself are getting more and more interested in main-floor living. This home is still in the process of being readied for the market, but you can get a preview of it by visiting its website, and you can request your own personal tour of it by contacting me at the number or email address below. **Details:** 3 bedrooms (two masters), four baths, 4,137 finished square feet.



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**Jim Smith**

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**Golden Real Estate, Inc.**

DIRECT: 303-525-1851

OFFICE: 303-302-3636

17695 South Golden Road, Golden 80401

EMAIL: [Jim@GoldenRealEstate.com](mailto:Jim@GoldenRealEstate.com)

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