

East-West Mobility Study FAQs

1. Why is the feasibility study necessary?

A: To determine if fundamental changes need to be made to Fillmore, or Constitution, or to leave the current configuration in place with the knowledge that traffic will likely increase through the corridor. The study will also allow identification of safeguards (to potentially include noise walls, accessibility, no connections to existing roadways, impacts to the trail system and open spaces, etc.).

2. What are the goals of the study?

A: Connect COS identified growing congestion within this corridor. The goal of the study is to figure out the best way to improve east-west mobility through the study area and/or if future traffic congestion would be an acceptable alternative if the roadways remained the same.

3. When would the study begin? How long would it take to complete once it starts?

A: The study is unfunded and not scheduled at this time. The study is being included in ConnectCOS as a planned future action. If funded, it is estimated the study will take a minimum of 1.5 years to complete.

4. Why would the study cost \$2.5M?

A: This is an estimate based on a robust public process in addition to extensive traffic studies, alternative analysis, design concepts and environmental considerations. The study will evaluate multiple alternatives to serve mobility and other community needs and/or safeguards for the subarea between Fillmore Street and Uintah Street.

5. Will the study address neighborhood impacts?

A: Yes, the study will address neighborhood concerns identified through a neighborhood process and through the scoping efforts from the ConnectCOS effort. Concerns such as noise, air quality, quality of life, trail and open space accommodation will be addressed in the study.

6. Are there estimated cost ranges for design and construction of Constitution?

A: No, not at this time especially since a Constitution Avenue connection is one of several potential alternatives including the widening of Fillmore Street or no action at all. The feasibility study will help determine which alternative should advance.

7. How many homes/schools would be removed if Constitution is expanded?

A: An important safeguard of the study will be that forced acquisition of property for any alternative is undesirable regardless of alternative. The Constitution alternative has right-of-way that could provide the necessary width without removing any homes or schools.

8. How would this future extension affect the Rock Island Trail and maybe the current Popcycle Bridge over to the western side of the Pikes Peak Greenway?

A: It is unknown at this time how the Rock Island Trail will be incorporated into an alternative where Constitution Avenue is extended to I-25. This will be included as a community safeguard in the study scope for ConnectCOS.

9. Is Constitution Planned to become an expressway?

A: No, it would not become an expressway. ConnectCOS would not change the classification of the road which is currently a principal arterial (as it has been since 1982).

Study Information

The study would:	The study would not:
<ul style="list-style-type: none"> • Be conducted through a public process that includes neighborhood representation 	<ul style="list-style-type: none"> • Consider an alternative of more than four travel lanes consistent with other segments of Constitution Ave
<ul style="list-style-type: none"> • Evaluate benefits and impacts of the Constitution extension, a capacity-adding alternative on existing roadways, and the consequences of a do-nothing alternative 	<ul style="list-style-type: none"> • Consider an alternative that connects to north-south roadways between I-25 and Union with the express intent of not adding traffic to these neighborhood roadways
<ul style="list-style-type: none"> • Be consistent with the ConnectCOS goal framework and PlanCOS guidance 	<ul style="list-style-type: none"> • “Kick the can down the road,” but will recommend a specific way forward that averts future revisits of the same discussion
<ul style="list-style-type: none"> • Minimize right-of-way acquisition for any widening alternative on existing street corridors 	<ul style="list-style-type: none"> • Consider an alternative along Constitution that requires the forced acquisition of residential, school, or park property