

Public comments from 1-21-23 Town Hall on potential East-West Mobility Study

- Remove ConnectCOS Project #106 (Constitution Preliminary Engineering)
 - Revise Project #105 to correctly reflect the feasibility study will consider the Fillmore/Uintah/Constitution corridors
 - No existing North-South roadways will intersect with the future Constitution Avenue extension analysis
 - No forced acquisition of homes
 - City Council needs to approve the recommendations of the East-West Mobility Feasibility Study
 - Dash Constitution Avenue on the Major Thoroughfare Plan (MTP) to reflect it needing further study prior to Council action approving the E-W Mobility FS recommendations
 - Ensure the Rock Island Trail and Popcycle Bridge remain as important parts of the bicycle/trail system
 - Noise and mitigation of noise impacts on existing neighborhoods
- Public Comments:
- Consider safety of schoolchildren, people in hospitals (power outages?), safety/emergency access in the analysis of alternatives
 - Construction costs of each alternative need to be considered

- A study could bring some new ideas for the Rock Island corridor.
- Each alternative's impact on the isolation of the community needs to be considered.
The opportunity to increase public transit to the area would be welcomed.
- Pedestrian access and bicycle friendliness should be part of any alternative that is selected.
- Idea: could a Constitution extension be below grade?
- Infrastructure exists already so these neighborhoods are more valuable.
- The neighborhood around Rock Island has many different types of housing, concerns are that noise and other impacts will be detrimental to all of these.
- The study should consider traffic being accommodated on other facilities.
- Will noise impacts be considered and mitigated?
- The City has other needs that should be considered before construction of a new east-west roadway.
- City should consider policy on growth management.
- During a study, there needs to be a robust public process. As an example, the one-way couplet alternative on Platte was taken out of consideration during the Platte study as a result of public input.
- The impact of a Constitution extension on property values needs to be considered in the study.

- A feasibility study should be done to finally make a decision on the Constitution extension. Public process and robust involvement will be critical.
- Rock Island Trail would be accommodated no matter what alternative might be selected.
- Idea: Constitution one-way street westbound to Powers, one-way eastbound on Uintah. Platoon traffic using the traffic signals.
- Stormwater and active rail lines need to be considered during the study process. Idea: Multimodal usages on the Rock Island corridor? Idea: can a below-grade option be considered for a Constitution extension? Feasibility study would allow us to explore all of these ideas.
- Noise and air pollution impacts, property values all need to be considered during the study.
- The study would need to consider the potential increased traffic volumes in a new east-west facility.
- Transit alternatives need to be considered to promote east-west mobility.
- Environmental impacts – noise, air, wildlife – need to be considered in the study.
- Right-of-way acquisitions need to be considered in the study.
- The study needs to determine what the traffic patterns are and whether each alternative addresses traffic congestion.
- Alternatives like light rail should be considered to promote east-west mobility.

- The study needs to consider impacts to the nearby schools that each alternative would have.
- Idea: cloverleaf interchange at Fillmore and I-25
- Speed impacts, noise and air impacts, school impacts all need to be considered in the study.
- Feasibility study is a waste of taxpayer money – already clear that many people against it.
- A feasibility study should consider more innovative ways to diminish congestion rather than just more travel lanes.
- Impacts to accessibility to local churches should be considered with each alternative.
- The feasibility study and any conceptual designs done during the study need to consider carefully where access would be (to cross streets).
- Impacts to deer need to be considered during the study.
- Idea: how about cutting off access from Constitution to Paseo at Union? A similar thing was done at Flintridge when Union was reconstructed.
- Home values and the impact of each alternative on home values needs to be considered.
- Construction cost needs to be considered.

- Can the east-west mobility needs be accommodated by Powers Blvd and its completion?
- The study needs to consider impacts to the Bellville (check) neighborhood, which is currently not shown on the map.
- More public transportation needs to be considered to accommodate east-west mobility.
- Community impacts (schools, green space) need to be considered.
- The solution to better east-west mobility may not be addressed by infrastructure. Driver behavior contributes to traffic issues.
- Walkability needs to be maintained.
- Concepts design plans would need to determine where access and signalization would be.
- Induced traffic demand needs to be considered during the study.
- Public transportation, roundabouts, congestion pricing, travel demand management, park and ride incentives – all are ideas that could be considered to assist mobility rather than building new roads.
- Bicycle usage is important to consider in any alternative.
- When concept plans are developed, if overpasses are part of the concepts, security needs to be considered.

- A show of hands was conducted to determine who wanted to conduct a study and who did not. It was an overwhelming greater number of hands for no study.
- East-west mobility needs to be considered in a larger sense, including a ring road around the city.