

## 30<sup>th</sup> & Colorado Underpass Project Summary of Comments Received

### October 29, 2018 Open House

Updates on the planned underpass improvements and the protected intersection treatments for the 30<sup>th</sup> & Colorado Underpass project were presented to the public at the October 29, 2018 Intersection Improvements Open House.

Approximately 31 people engaged with the project or completed a paper or online comment form, which was available on the project webpage from October 29 through November 12, 2018.

Attendees were asked:

- For their thoughts on the proposed improvements;
- If they thought the recommended designs would improve their travel through the intersection;
- How they would make the recommended designs better; and
- What else should be considered during final design.

Of the 31 comments received, 25 stated the recommended designs would improve their travel through the intersection, 5 were not sure and 1 replied no (stating protected left-turn signals were the only needed improvement).

Seven comments specifically supported constructing underpasses under both 30<sup>th</sup> Street and Colorado Avenue. One comment requested an on-street crossing of Colorado Avenue be constructed near 33<sup>rd</sup> Street if funding was not sufficient to construct a Colorado Avenue underpass. One comment wanted overpasses at 30<sup>th</sup> Street and Colorado Avenue instead of underpasses.

Five comments requested lighting be incorporated into the underpass.

Five comments requested traffic signal changes: three requested dedicated left-turn signals in all directions and two requested no right-turn-on-red signal restrictions.

Four comments provided input on the proposed bicycle facility designs: two requested additional design work on eastbound Colorado Avenue to ensure downhill cyclists used the protected bicycle facility; one requested additional design work to improve the connection between the protected bicycle facility and the underpass multi-use paths; and one requested a wider buffer (than the proposed one-foot buffer) between vehicle lanes and protected bicycle facilities.

Two comments focused on improving the pedestrian connection across the protected bicycle facility to transit stops: one requested a raised crossing with signage and one requested fenced transit stops to funnel passengers to one point of crossing of the protected bicycle facility.

Two comments were concerned with the potential for neighborhood flooding due to the Wellman Canal relocation through the project.

Two comments requested art be incorporated into retaining walls and the underpass.

One comment requested traffic speeds be reduced as part of the project.

One comment requested snow maintenance be planned for the project improvements.

Five comments focused on funding: three requested CU contribute more funding to the project; one requested additional funding be found to construct both the 30<sup>th</sup> Street underpass and Colorado Avenue underpass; and one comment supported constructing the 30<sup>th</sup> Street underpass only, if funding was not sufficient to construct both underpasses.

Eight comments focused on construction impacts: four requested that all modes be maintained through the work zone during construction; two requested that as many vehicle lanes as possible be maintained through construction; and two requested construction impacts on adjacent properties be minimized.

While we likely will not be able to incorporate all suggested feedback, we will incorporate what we can within funding constraints and based on professional judgement and analysis.

We will bring revised designs to the public in early 2019 at a combined public open house with the [Foothills Underpass project](#), date to-be-emailed.