

# Camp Creek Drainage Improvement Project Community Open House June 5, 2018

*This document contains the comments submitted on the Open House comment forms, as well as the email and telephone comments received by the project team prior to and immediately after the Open House. Seventy-four people signed in at the Open House and 43 comment forms were submitted. All verbatim comments from those forms are included in this document and have been categorized according to topic. All emailed and telephone comments have also been included without attribution to individuals.*

## Categorized Verbatim Comment Form Responses

*For the refinement which removes the Water Street bridge and replaces it with two offset bridges, which Alternative do you prefer?*

### Alternative 1 with the southern replacement bridge at Pike Drive – (9 favored=32%)

Reasons why:

- Keep pedestrian bridge at Water.
- Better traffic flow for Howbert Elementary.
- Fewer residences – home would be affected by increased traffic flow.
- With a pedestrian area.
- Really don't like either but lesser of two evils.
- Traffic in/out of neighborhood. Less of a street for our neighbors to speed down. But keep the/a pedestrian bridge.

### Alternative 2 with the southern replacement bridge at Adams Drive and a pedestrian bridge at Pike Drive – (19 favored=68%)

Reasons why:

- Safety for the kids.
- School children need to cross the street on a pedestrian bridge.
- Better for school children.
- With a bridge at Adams, I feel that would keep traffic flow around Howbert Elementary to a minimum. I would hope this would alleviate speeding issues as well down 31<sup>st</sup>.
- I would prefer neither. (*Note: participant indicated a preference for Alternative 2 on his/her form*). I live on north 31<sup>st</sup> and the closure of Water Street will cause more impatient people to speed by my house to make 'U'-turn by the Chapel. Speeding is already an issue and the City does nothing to address it.
- The combination of foot travel and car traffic is dangerous with the school there. Children will be crossing with busy traffic.
- I like this to allow more access to the neighborhood and school.

- It evens out how far people that use Westmoor and retains the dedicated pedestrian crossing for Howbert.
- Better for parents dropping kids off at Howbert.
- Feel a pedestrian bridge would be safer for all the children crossing to/from Howbert.
- Would make school crossing safer.
- Less vehicle traffic in front of school and safer crossing for children.
- Don't like either but at least you are leaving the current pedestrian bridge. I do realize you are trying to eliminate traffic cutting into Pleasant Valley on Water St.
- It would leave the pedestrian bridge for the kids at Howbert.

Other related comments

- No opinion.
- Neither.
- Neither option, as neither Pike nor Adams are designed for through-traffic.
- Neither are okay.
- Keep Pike a pedestrian bridge.
- No opinion about where, but the offset bridges will clearly discourage Water Street traffic.
- [I prefer to] leave Water Street open. I live off Chamber Way. I have concerns about leaving for northbound 30<sup>th</sup>. Going through school zone twice is not desirable.
- No! [to Alternative 1]. Not in front of a school.
- No! [to Alternative 2]. Put a large stop sign at Water and a policeman to enforce it.

*The City may consider elimination of the Westmoor Drive channel crossing in the future and would appreciate your initial thoughts on that. Do you think that this should be considered?*

Favor elimination of channel crossing – (6=19%)

Reasons why:

- Our area is special and keeping our cross-traffic to a minimum will keep bicycles and pedestrians safer.
- Safer for pedestrians and cyclists.
- Would prefer Adams Drive. Safer for kids/parents at Howbert.
- Improve bike trail connectivity. Reduce traffic crossings and traffic for school crossing.

Do not favor elimination of channel crossing – (26=81%)

Reasons why:

- Neighborhood has few exit routes. Please don't eliminate any.
- It would force everyone but a few down to Fontanero St. for access to 30<sup>th</sup>.
- More escape routes.
- No strong opinion at this time, although I will say that hearing Water could close...Yikes...Don't forget the residents need more than one way out!
- Emergency vehicle access? Pedestrian and bicycle use are heavy. Further reducing vehicle access makes getting out of the neighborhood even more difficult.
- Westmoor is a natural access point from 30<sup>th</sup>.

- Elimination may create clogged traffic flow in and out of area. It gives an alternative out of the neighborhood when the 4-way stop is so congested!!
- If the roundabout is made, I want a way out of my neighborhood to avoid the roundabout.
- Additional traffic will be pushed by my house on 31<sup>st</sup>.
- We need to maintain existing Camp Creek crossings for emergency vehicles and residents' disaster emergency ingress and egress, too.
- We need to maximize egress out of the neighborhood and have an alternative for the neighbors north of Fontanero.
- Safer way for residents to get on 30<sup>th</sup> Street going north.
- Keeping Westmoor Drive allows some additional access to 31<sup>st</sup> and to exit the neighborhood.
- We need more options for access in and out of the north part of Pleasant Valley, especially if there is an accident at Fontmore and 31<sup>st</sup>!
- People in the neighborhood need more than one way to get through the neighborhood.
- 31<sup>st</sup>/Fontanero will usually be congested when Water St. is inaccessible (winter ice, poor visibility on 30<sup>th</sup>). You would be eliminating the only other route out of the neighborhood for those of us in the northern part of PV.
- Do not remove Westmoor bridge. Do not even consider two lanes each way on 31<sup>st</sup>. Run 30<sup>th</sup> St. all the way to Midland Expressway. How will you ever turn onto north 31<sup>st</sup> from Fontanero?
- Westmoor provides northbound access to 30<sup>th</sup> with better sight lines and lower grade. Removal would force using Water which can be dangerous due to ice, visibility or using proposed roundabout.
- Elimination of Westmoor crossing deletes another exit from Pleasant Valley. It will be difficult anyway with the changes at Water St. in the event of a rapid evacuation.
- Still a viable passage for entry/exit in the neighborhood.
- More access points into the neighborhood are better, especially for emergency vehicles and during utility construction/maintenance, roadway paving, etc.
- I think you have to leave this crossing to alleviate traffic in front of Howbert School.
- There needs to be a way to get to 30<sup>th</sup> St. to go northbound and bypass the elementary school.

#### Other related comments

- Not sure how I feel about this fully but lean towards keeping it. It's nice to have more options out of the neighborhood in case of emergency or accidents blocking other routes.
- Closure of the Water Street bridge might eliminate excess traffic but would also reduce ingress/egress of the neighborhood in the event of an emergency.

*Do you have any other comments about the information you received at tonight's Open House?*

#### Traffic management ideas (15 mentions = 26%)

- Why not put a roundabout at 31<sup>st</sup> and Water?
- Any measures to reduce high speed, cut-through traffic in our neighborhood (especially Valley and Echo) would be appreciated.
- Speed bumps!
- Add signage to 30<sup>th</sup> and Water: "Hwy 24→Fontmore"; "Local traffic only."
- Would love to see speed limits decreased to 25 mph on all of 31<sup>st</sup>.

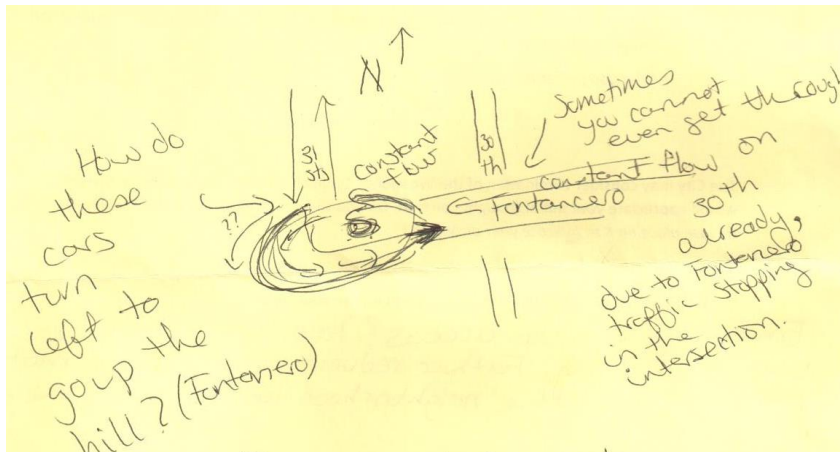
- Consider covering the ditch in front of the elementary school to open up flow of traffic and increasing parking.
- Why not vacate Water Street east of 31<sup>st</sup>?
- Maybe cover the ditch south of Fontmore and make it two-lane each way. Leave north of Fontmore open!
- Consider Fontmore and 30<sup>th</sup> Street intersection to discourage traffic into 31<sup>st</sup> from 30<sup>th</sup> and Fontmore.
- Facilitate traffic to Woodland Park – why not make another highway from I-25 through the mountains to Cascade or further up the pass? The plan you have for now is very short-sighted. Do something that will still be usable and effective in 100 years. Put the money where it will matter. They built new roads years ago – why not plan for the future? This isn't even a Band Aid.
- Roundabout at Water Street? Why or why not?
- If bridge at Water is closed, why not move bridge to Dent?
- Speed bumps on Valley Road (Fontmore to 31<sup>st</sup>) for all the idiots speeding through to avoid the line onto 31<sup>st</sup> or to cut around the back-up traffic.
- Maybe consider making 31<sup>st</sup> two lanes from Fontmore to Colorado.
- Extend culvert up to Fontanero to keep traffic away from homes. On weekends this area is backed up bumper-to-bumper from Fontanero to Hwy. 24.

#### Roundabout at 31<sup>st</sup> Street and Fontanero Street (14 mentions = 25%)

- 31<sup>st</sup> Street – can roundabout be scaled to neighborhood? Can roundabout accommodate bicyclists? Widen lanes of roundabout perhaps, scale down center, but keep natural. “Escape” lanes in roundabout may help perceived back-up from Colorado.
- Who will maintain the “natural vegetation”? Are there future funds available so it doesn't turn into weeds and just look like a mess? Please keep this in mind if you should ever get the funding for the 31<sup>st</sup> St. project.
- The traffic circle will do nothing to alleviate the amount of cars coming westbound on Fontanero. The traffic will still back up all the way to Colorado Ave.!
- Roundabout is a good concept.
- Southbound 31<sup>st</sup> [motorists] will not have easy access to roundabout being that it's “first-come, first-serve.” Westbound traffic will dominate the roundabout.
- The landscaping proposal looks beautiful and would be very enjoyable for the neighborhood as long as it was maintained. Currently, very often the Camp Creek ditch is overgrown with weeds and looks terrible often!!
- I disagree with the roundabout unless they can make the roundabout two lanes. We cannot reduce lanes on Fontmore or 31<sup>st</sup> Street. Big mistake!
- It did not seem like they had considered students walking to school through the roundabout.
- Grade-separated trail crossings at roundabout would be a great improvement. Love reduction to one lane of 31<sup>st</sup> and roundabout.
- Presentation did not show signage at roundabout. Presume roundabout will include signage.
- I do like the roundabout but the traffic flow does concern me (ease of getting out of the neighborhood).
- I don't like the roundabout at 31<sup>st</sup> St. and a lot of others don't either.
- Rotary/roundabout with one lane west-bound will impede traffic out of the neighborhood. Roundabout is designed for the cut-through traffic west/south and north/east – how about

south/east (people leaving the neighborhood)? This is further compounded by the Water Street bridge change. Emergency access for vehicles? Big concern: if the Valley needs to evacuate due to wildfire and Water Street, Westmoor, and rotary or some combination are out of commission/in construction, how many people can leave?

The amount of traffic coming down (west-bound) Fontanero is huge – to shrink it down to one lane seems counterintuitive. Now the traffic will back up even further, leading to a constant flow of west/south traffic. Priority will go to north/east and west/south traffic because of where the gaps in traffic will form. How can one enter at southbound 31<sup>st</sup> or Valley, especially if 31<sup>st</sup> backs up? I think you don't have the data from high-use days – Memorial Day weekend, Friday afternoons in summer, Territory Days (Memorial Day weekend). Your street counters were out in winter.



(Drawing submitted on participant's comment form)

Water Street bridge/Water Street (12 mentions =21%)

- If you close Water Street bridge, the bridge should move to the next street north.
- Fears about possible closure of Water Street. If closed it will only add all the northern neighborhood traffic into the roundabout at Fontanero which is where we are trying to alleviate cars. Thank you.
- Change in bridge puts kids at the school and at the pool closer to traffic. What's wrong with a pedestrian bridge?
- Best to keep Water Street open as is. Residents have purchased homes with major bridge crossings where they are now. Living on 31<sup>st</sup> north of Water, I see more traffic with the proposed change. Traffic on north 31<sup>st</sup> is already heavy and fast, up to 50 mph.
- I don't understand how neighbors in north Pleasant Valley would get out of the neighborhood if Water Street were closed. I don't like the idea of having to go to Fontanero and 31<sup>st</sup> to get out of the neighborhood.
- Do not remove the Water bridge. I do not believe it would reduce cut-through; people would use Westmoor bridge. More important, it would make the people north of Water to go south down to Adams bridge during school rush as well as north during school rush just to get to Water and exit the neighborhood. Also will make more traffic on 31<sup>st</sup> Street.
- I'm at the southwest corner of Water and 31<sup>st</sup> and I have mixed feelings about closing the bridge. While it might reduce pass-through traffic, it would also complicate emergency service access.
- I am new to this discussion – thank you for the opportunity to learn more. My initial thought is that neither [Water Street alternatives] is preferable because of the current convenience of Water Street access from 30<sup>th</sup> St. And I like that Water Street avoids going directly in front of the school. But I need to learn more!

- Safety getting out of neighborhood in emergency? Forcing people to drive through school zone.
- Love the Water Street idea!
- I think the relocated bridge for Water St. would be better at Dent Street.
- Closure of the Water Street bridge needs to be re-evaluated due to emergency exit concerns for the neighborhood. It probably would reduce traffic but would be a major inconvenience to residents.

#### Traffic issues (6 mentions =10%)

- Traffic concerns are slowing the process down. Problem with Highway 24/31<sup>st</sup> light slows traffic/stops/backs up 31<sup>st</sup> to Fontanero and even Fontanero past 30<sup>th</sup> and on up the hill.
- Traffic has never been this bad through Pleasant Valley. It started about three years ago when the I-25/Hwy 24 interchange project was going on and has never gotten better.
- Until 24 and Colorado Ave. have a better solution, we will have traffic all the way up to Fontanero. That will continue around to roundabout.
- Until Google stops directing people through our neighborhood, we will continue to have traffic issues.

#### Public process (4 mentions =7%)

- I have a feeling the “people in charge” have made up their minds about what’s best for us and it doesn’t really make any difference what the residents desire.
- Very appreciative – very informative – well done!
- I’m ashamed at how some of the people talked to you. I will remind them to be polite if this happens again on the 14<sup>th</sup> [at the 30<sup>th</sup> Street public meeting].
- Ideas were not considered – seems like this all was decided before this meeting.
- Emergency vehicles MUST have access in and out of the neighborhood.
- Don’t make it harder for us to get out of our neighborhood.

#### Other (6 mentions =10%)

- Long-term maintenance still not addressed?
- The 30<sup>th</sup> Street Plan and 31<sup>st</sup> Street Plan seem to be disjointed. Why have they not been combined?
- I am very concerned and frustrated with all of the semi-trucks using Fontanero/Fillmore and 31<sup>st</sup> as a truck route. It never used to be allowed until the City started building the detention ponds at the Garden of the Gods to bring their trucks with rocks up there.
- Fix the pedestrian trails at the detention ponds that were washed away in the last flood so that people can have access again from the paved trail next to 30<sup>th</sup> to the trails by the pond.
- Whole project sounds great in a perfect world. Unfortunately, this is not a perfect world. Please forget the whole thing and leave our little neighborhood alone.
- I am concerned with the 3:1 slopes on the channel work at 31<sup>st</sup> Street and Rock Ledge Ranch. There is erosion already and 3:1 slopes are too steep for grass/natural channels. 4:1 or 5:1 would be more stable.

## Emailed Comments Received Prior to and After the Open House

### Email received on May 11, 2018

Do you have contact info for the city engineer regarding 31st Street? The cause of big backups on 31st Street on evenings/weekends doesn't seem to be addressed and like to bring to their attention before meeting. *(Email response sent on May 11).*

### Email received on May 26, 2018

I have recently reviewed the information about the Camp Creek plan and I have to tell you that I have HUGE concerns about the design plan for the section in front of Howbert School and Water Street. I know that there is a meeting scheduled for June 5, to give us an opportunity to talk about this, but unfortunately due to physical issues it is unlikely that I would be able to attend. So I must voice my concerns in this email.

Our house is on Chambers Circle so every time we leave our house we have to drive in front of Howbert School to leave the neighborhood. We have lived here for 35 years and clearly see how the traffic patterns work. I am wondering if your planners have taken into account some issues. These are my concerns:

1. With the new bridge at Pike Street and the road being only one lane, if you want to turn left at that bridge and there is already a car waiting there to turn left in front of more on-coming traffic heading south on 31st, you will have all the traffic backed up along 31st behind you and in front of the school unable to move while they wait on those who want to turn left.
2. With the bike lane gone, all that angle parking you have planned just north of Pike bridge in front of Howbert playground, you will have parents picking up and dropping off their kids *backing out* of those parking places RIGHT INTO TRAFFIC. It will be a nightmare.
3. That backing out of parking places along with all the traffic coming down Water Street turning right, then left, then left again (and maybe right AGAIN) IT WILL ALL BE SO CONFUSING AND BACKED UP THAT IT WILL BE A MESS. And again, with only ONE LANE, all the waiting traffic will just sit there idling gas fumes in the air and they can't move.
4. I think the jog of putting the Water Street bridge further north is just completely short-sighted. It will NOT SOLVE the issues - it will turn them into clogged congestion. Perhaps putting speed bumps along Valley Rd. and Echo would help the situation of people speeding down those roads?
5. Where are the school buses supposed to park with all those angle parking places?
6. You have kids crossing the bridge in a MUCH MORE congested situation with cars trying to turn left over that bridge.

THIS IS NOT A WELL THOUGHT OUT PLAN. IT NEEDS MUCH MORE CONSIDERATION. I want my issues addressed and answered. I would like someone to explain to me how they think this plan will make my concerns BETTER. *(Email responses sent on May 29, June 1 and June 8).*

Notes documenting a June 4, 2018 telephone conversation between the Wilson Co. project manager and a local resident:

- (The woman) indicated that she lives on Fontanero Street about 1 block west of 31<sup>st</sup> Street
- She indicated that she was hoping to get a timeline for construction of the roundabout. I told her that at the current time the project is not funded and the schedule for construction is unknown.
- She indicated that her primary concern is that the noise level at her house will increase due to operation of the roundabout.
  - She anticipates more traffic due to the roundabout.
  - She anticipates that higher operational speed in the intersection due to the roundabout will lead to higher noise levels.
- She indicated that she was surprised that things were happening so quickly with the project. I asked why she felt this way and she indicated that people were in the neighborhood canvassing in recent weeks and already we are having a community meeting. Upon further discussion, the canvassing appears to be the informal meetings that Mike Chaves and I conducted with the four property owners located immediately adjacent to the intersection conducted last December, so there must have been some miscommunication of the timing.

Email received on June 6, 2018

How do we prevent this after the project is completed? This is currently happening where Camp Creek's culvert empties into Fountain Creek. Homeless are living inside the culvert from Fountain Creek all the way to W. Colorado Ave as of today.

Thank you. *(Email response sent on June 6).*

*(Photo included with email message)*

