

Renew North Nevada Avenue Transportation Sub-Plan  
Community Workshop  
July 20, 2017

Verbatim Workshop Group Responses

*The following are the verbatim responses submitted by 68 workshop attendees who participated in 11 small work groups. The groups assessed the three transportation strategies presented at the July 20, 2017 community workshop.*

STRATEGY	EXCITED ABOUT	CONCERNED ABOUT
<b>#1 Improve North Nevada Avenue</b>	<ul style="list-style-type: none"> <li>* Very little.</li> <li>* <u>Uniformity in the beauty</u> seen north of Garden of the Gods on Nevada and restarts just south of Fillmore on Nevada. Continuity.</li> <li>* Getting sidewalks and beautifying the area like around the new shopping center. Increasing the efficiency of traffic.</li> <li>* Nothing. Defining roadways.</li> <li>* Nothing. The land uses projected are pipe dreams. Far too many negative impacts on Old North End and N. Nevada Ave. businesses, etc. Expanding Cascade north of Fillmore sounds OK.</li> <li>* More ways to travel. More access to retail. Mixed use – home, school, work.</li> <li>* That it might happen. Increased roadway width and speed is such a <u>bad plan!</u></li> <li>* Improve the city’s image and attract-ability of the area. Attract productive businesses.</li> </ul>	<ul style="list-style-type: none"> <li>* More pavement = more cost to maintain and liability to future (<i>illegible</i>). Concerned it does not work – does not address demand.</li> <li>* We are anxious and concerned because the transit study has not been completed. How can you do a traffic plan without studying the implications through the neighborhoods?</li> <li>* People may be ousted out of their existing homes, mainly the elderly in the trailer parks off Winters.</li> <li>* What private companies are interested in this venture? And will the City consider the citizens?</li> <li>* Who pays – not taxpayers? Abut existing neighborhoods. Foot and bike overrated.</li> <li>* What happens south of Fillmore?</li> <li>* Far too many negative impacts to justify any of the three options. Do nothing is the best option, except for expanding Cascade north of Fillmore.</li> <li>* More pavement/more cars. Don’t like the only way to connect Cascade and Nevada is small roads. Would like easier access with Stone to Nevada, more connection.</li> <li>* Increasing capacity of Nevada would do more harm to the community than good.</li> <li>* Business/manufacturing-friendly. Great ingress and egress needed. Business displacement concerns. Put the 6-lane option back on the table. Keep the tracks on Nevada, negative impacts on Cascade.</li> </ul>

STRATEGY	EXCITED ABOUT	CONCERNED ABOUT
<p style="text-align: center;"><b>#2</b></p> <p><b>Leverage Network Vehicle Capacity</b></p>	<ul style="list-style-type: none"> <li>* Very little, but could spur infill development</li> <li>* We are excited that there will be more connectivity to streets other than Nevada.</li> <li>* Again, uniformity. Not having cars driving through areas to the side of Nevada.</li> <li>* Efficient moving of traffic.</li> <li>* Nothing.</li> <li>* Expanding Cascade is OK/good.</li> <li>* Connecting smaller roads to main road. Like connecting to Mark Dabling. Like Strategy 2 – want more restaurants and retail.</li> <li>* This will provide excellent continuity to the connected network of the North End neighborhood to the south. It will make the area more walkable and will attract the kind of residences and businesses that we prefer.</li> <li>* Smaller “residential” streets/corridors. 25 mph speed limit.</li> </ul>	<ul style="list-style-type: none"> <li>* Mark Dabling – concerned that Goose Gossage Park, Pikes Peak Greenway, Sinton Trail would be ruined for kids, cyclists, families.</li> <li>* We need to use I-25 more than Nevada.</li> <li>* The increased traffic on Cascade. Those who ride public transportation cannot see how the changes are going to impact them.</li> <li>* Again, what are the long-term effects?</li> <li>* More traffic on quiet neighborhood. Not enough information.</li> <li>* Too much traffic increase on Cascade south of Fillmore. Existing roads are not well developed/maintained (potholes, no curbs).</li> <li>* Too much additional traffic on over-burdened smaller corridors. Tighten Cascade, open Commerce, Chambers truck route access, heavy industrial truck usage.</li> </ul>

STRATEGY	EXCITED ABOUT	CONCERNED ABOUT
<p style="text-align: center;"><b>#3</b> <b>Move People, Not Just Cars</b></p>	<ul style="list-style-type: none"> <li>* Variety of options in transportation portfolio. Future proof N. Nevada for streetcars. Streetcars are a transit option. Solution is resilient, does not rely on a single mode of transportation.</li> <li>* More mobile opportunities outside of cars – bicycles, walking...and enjoying the process. Self-driving cars?</li> <li>* We are excited making the speed limit at 25 mph and doing it through the neighborhoods. No more fatal crashes and rollovers on Nevada.</li> <li>* More information is needed. How many people will be employed at Cyber Security?</li> <li>* Nothing. Why not reintegrate bus lines – could try without more money.</li> <li>* Trail improvement should reduce bike traffic, thus improve safety. Might spread traffic out.</li> <li>* More walkability. More services/retail. Like connected-ness. Like more residential options. Like bike use.</li> <li>* We enthusiastically agree with the goal of increasing ridership and efficiency, but we are pessimistic that it will happen unless it becomes easier to ride than to drive.</li> <li>* It makes sense!! A core principle of contemporary urban planning.</li> <li>* Biking/lanes additional options are valid.</li> </ul>	<ul style="list-style-type: none"> <li>* Takes patience.</li> <li>* If enhanced transit means light rail through a residential neighborhood, it doesn't make sense. We do not have enough information. We <u>must</u> maintain the historic integrity of the historic Old North End Neighborhood. Light rail belongs along I-25.</li> <li>* The results...not understanding what they are.</li> <li>* Too much emphasis on foot and bike traffic.</li> <li>* What kind of transit system is going in? Economic viability of the transit system. What happens south of Fillmore?</li> <li>* Silly. Bicycles and mass transportation are wasteful. Won't be used. Stupid. No one rides buses. Bicycle usage is negligible. Do nothing is the best option.</li> <li>* No plan – do we need to move that many people? What is the true plan for North Nevada – use vs. through-way? Don't understand north of Fillmore plan residential? Infill? Who is transportation for? Are students really going to use? Retail? Where is community?</li> <li>* The project will be too timid in this regard.</li> <li>* Keep ingress/egress open and easy. Make it business-friendly and easy access to the business locations.</li> </ul>

Additional comments submitted

- \* How does this plan integrate with Old North End/Patty Jewett and surrounding areas? We want neighborhoods/community, not just business zones.
- \* “Truck routes” – what are we doing to keep the trucks on the truck route??