

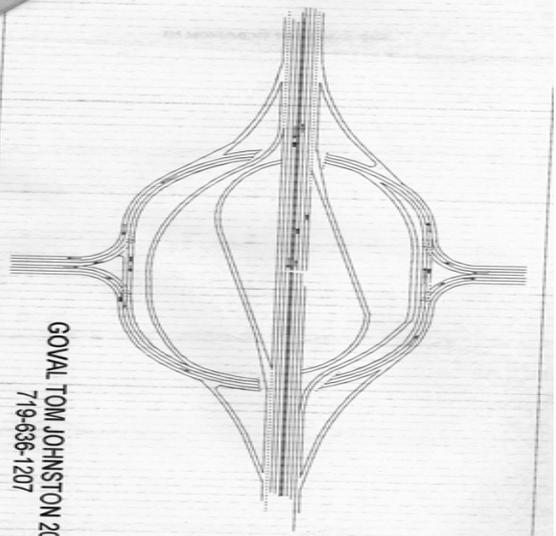
PUBLIC COMMENTS RECEIVED – In alphabetical order by last name or organization

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| <p>Sent: April 14, 2004 Name: scott <u>JAMES</u> Address: 10228 clovercrest dr City: colorado springs State: co Zip: 80920</p> <p>I-25 expansion through Colorado Springs is absolutely essential to the future growth of both the Springs and the region as a whole. Having lived in a totally congested city like Houston, TX I know full well the negative impact it has not only on the residents but, perhaps more importantly, future residents.</p> | <p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p> | <p>Sent: April 6, 2004 Name: Espen <u>Jansen</u> Address: 6520 Red Feather Dr City: Colorado Springs State: co Zip: 80919</p> <p>Please synchronize traffic lights throughout Colorado Springs to reduce pollution and travel time.</p> <p>Synchronizing lights may have an impact on the flow of traffic on I-25 as well.</p> | <p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Air Quality: Synchronize Colorado Springs traffic lights</p> |
| <p>Sent: April 19, 2004 Name: Timothy <u>Jamison</u> MD Address: 2940 Phoenix Pointe City: Colorado Springs State: CO Zip: 80906</p> <p>Better interchanges and increased capacity along the I-25 corridor is essential, and must be done.</p> <p>Several of the current interchanges are terribly inadequate for the volume of traffic which uses them daily. I drive past the I-25 and highway 24 interchange daily, and I am concerned that there will be serious accidents if this is not improved. It is absurd that people have to stop to make a left hand turn in order to get onto I-25 at this location. People are stopping to try to get into the overflowing left turn lanes while the cars behind them and in the next lane are trying to speed up to "make the light"; and one day this will surely result in a major collision.</p> <p>What is needed is a "clover-leaf" style intersection so that cars can slow down in the right lane and go up onto I-25 WITHOUT crossing over the lanes of traffic moving in the other direction on highway 24.</p> <p>The intersection at Filmore also needs a major overhaul. There is a huge excess volume of traffic at this interchange also.</p> <p>If the city is going to issue a huge number of new building permits, (especially on the east side of the city), then road improvements are needed first. Major access corridors are badly needed to carry traffic to and from the east side of the city; and the first step in constructing such corridors will be to make interchanges on I-25 which can handle the volume.</p> | <p style="text-align: center;">General Support</p> <p style="text-align: center;">Transportation: I-25/US 24 and I-25/Filmore interchange configurations</p> | <p>Sent: April 27, 2004 Name: Chris <u>Jaramillo</u> Address: 1938 Palm Drive City: Colorado Springs State: CO Zip: 80918</p> <p>I moved to Colorado Springs in June of 2002. Since then, this is the only public hearing / open house that I have been made aware of, for the I-25 project. Having traveled to many mid-sized cities across the country, I must say that the Colorado Springs transportation infrastructure is among the worst I have come across, for a city of its size. Poor planning and resistance to the ongoing high growth rate have contributed to a continually increasing traffic problem. Both the North/South and East/West infrastructure needs a serious review & redesign to accommodate for the rapid growth that has occurred over the last 10-20 years. Because of this, I am very pleased to see that the I-25 project has been working to address the need for improvements on the primary infrastructure artery in Colorado Springs.</p> <p>After reviewing the proposals, I solidly support all of the recommendations that have been proposed by the project team. I strongly encourage you to hold another open forum, but publicize it much more effectively. (I learned of the forum the morning of the event.) The Colorado Springs public will strongly support infrastructure improvements, as long as the improvements are clearly and concisely communicated to the community in an effective manner. I hope that as you are reviewing the public support you take into consideration that many of many newly transplanted individuals, such as myself, are accustomed to better roads and are willing to help you in your quest to deliver these needed improvements. If I can personally help in any way, please feel free to contact me.</p> <p>Thank you for all of your hard work!</p> | <p style="text-align: center;">General Support</p> |

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| <p>Sent: April 22, 2004 Name: Thomas G. <u>Jeter</u> Address: 1560 Camel Drivers Lane City: Colorado Springs State: CO Zip: 80904</p> <p>1. I strongly support proceeding with the project, and do not feel the EAS provides any basis for delay. 2. To accomodate those concerned with noise, I recommend trying to reach a compromise whereby increased noise abatement walls could be included</p> | <p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p> <p style="text-align: center;">Noise: Provide mitigation</p> | <p>Sent: April 21, 2004 Name: Martin D <u>Johnson</u> Address: 810 Broadview Pl City: Colorado Springs State: CO Zip: 80904</p> <p>I support the conclusions of the study for the expansion and improvements of I25 through El Paso County. I live in the interstate corridor, but I feel the negative impacts of the project are far outweighed by the benefits of easing the traffic flow and increased economic activity. This will definity increase the quality of life in the Colorado Springs area.</p> | <p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p> |
| <p>Sent: April 6, 2004 Name: Alan D <u>Johnson</u> Address: 670 Popes Valley Drive City: Colorado Springs State: CO Zip: 80919</p> <p>I agree with the need for improved flow along the I-25 corridor. Population growth has made the argument for improvements to flow and safety moot. The overall impact of not completing the work far outweighs any environmental concerns.</p> | <p style="text-align: center;">General Support</p> | <p>May 10, 2004</p> <p>Robin E. <u>Johnson</u></p> <p>Please see same comments as Susan M. Dewey.</p> | <p style="text-align: center;">General opposition</p> |
| <p>Sent: April 21, 2004 Name: Donavon <u>Johnson</u> Address: 7660 Goddard Street, Ste. 200 City: Colorado Springs State: CO Zip: 80920</p> <p>I think its high time we widened and improved I-25 to handle the traffic in our community from Monument to the south end of Colorado Springs. Let's not make Colorado Springs another Denver with poor planning and response to the needs. Go for it!</p> | <p style="text-align: center;">General Support</p> | | |

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| <p>I25 MONUMENT TO S COLO. SPGS.</p> <p>IT'S ALL ABOUT FLOW.</p> <p>GOOD TRAFFIC FLOW REDUCES, SMOG NOISE ROAD DUST ROAD RAGE ACCIDENTS CONGESTION LOSS OF VALUABLE TIME</p> <p>POOR TRAFFIC FLOW IS CAUSED BY, LACK OF CAPACITY RED LIGHTS LEFT TURNS ACCIDENTS INADEQUATE OPTIONAL ROUTES</p> <p>FACT!!!! THE 10 MOST DANGEROUS INTERSECTIONS IN COLO. SPGS. ARE MULTI-LANE AND TRAFFIC LIGHT CONTROLLED WITH DEDICATED LEFT TURN LANES. ELIMINATING LEFT TURNS AND RED LIGHTS WILL SAVE LIVES. THE PROPOSED DESIGN DOES LITTLE TO HELP THIS LOCAL PROBLEM.</p> <p>FULL FEATURED CLOVER LEAFS REQUIRE TOO MUCH SPACE TO BE USED ON THE COLO. SPGS. PROJECT. ANOTHER CONCEPT (TURN THE CLOVER INSIDE OUT) CAN MAINTAIN THE BENEFITS, NO RED LIGHTS, AND USE MUCH LESS SPACE. ONE EXAMPLE IS INCLUDED.</p> <p>A SYSTEM OF STREETS AND ROADS PARALLELING THE INTERSTATE WOULD REDUCE LOCAL TRAFFIC ON I25 AND WOULD PROVIDE OPTIONAL ROUTS AND DETOURS FOR ANY OF THE POTENTIAL I25 PROBLEMS. NEIGHBORHOOD EXITS AND ENTRIES (2 INTERCHANGES) SHOULD BE PART OF THE PARALLEL SYSTEM AND WOULD IMPROVE FLOW ON CONGESTED LOCAL STREETS.</p> <p>MOST CAR POOL LANES ARE UNDER USED. THE PUBLIC INVESTS BIG MONEY IN AUTOS FOR THE CONVENIENCE THEY PROVIDE. IT IS NOT CONVENIENT TO CONSTANTLY ADJUST YOUR SCHEDULE TO INCLUDE ANOTHER PERSONS NEEDS. ADDING A TRAFFIC LANE RATHER THAN A CAR POOL LANE WILL MOVE MORE VEHICLES FOR LESS MONEY. SOME CITIES HAVE CONVERTED CAR POOL LANES BACK TO TRAFFIC LANES.</p> <p>TOM JOHNSTON 745 PALOMAR COS 80906 719-636-1207</p>  | <p>ISSUES</p> <p>Alternatives considered: Eliminate lefts at interchanges, construct frontage roads and partial interchanges</p> <p>Alternatives considered: HOV lanes not needed</p> | <p>ISSUES</p> |
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| <p>Sent: May 10, 2004 Name: Beth <u>Vail Jones</u> Address: 1903 N. Tejon St. City: Colorado Springs State: co Zip: 80907</p> <p>Please try hard to reduce noise, and to reduce the impact on existing neighborhoods and parks, during your decision-making regarding the expansion of I-25 through Colorado Springs. LESS NOISE, BETTER PLANNING, and careful attention to the concerns of neighbors will help make your project more successful.</p> | <p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Noise: Mitigation needed</p> <p style="text-align: center;">Neighborhoods: Minimize impacts</p> <p style="text-align: center;">Parks and Recreation: Minimize impacts</p> | <p>Sent: May 3, 2004 Name: Julie <u>Jones-Eddy</u> Address: 2356 Wood Ave. City: Colorado Springs State: CO Zip: 80907</p> <p>I know that these improvements to I-25 are much needed for the traffic burden on this road. That said, I hope CDOT will be more sensitive to the noise that the increased lanes will generate. Already the noise in Monument Valley Park and the neighborhoods east of I-25 in the downtown corridor is significant. It has increased dramatically with the tined concrete surface recently added.</p> | <p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Noise: Impacts to Monument Valley Park and neighborhoods, rubberized pavement</p> |
| <p>Sent: April 1, 2004 Name: Diane <u>Jones</u> Address: 8110 Sawback Trail City: Colorado Springs State: CO Zip: 80919</p> <p>I have reviewed the materials and believe them to provide a thorough summary of the study. I fully support the enhancements to I-25 as outlined.</p> | <p style="text-align: center;">General Support</p> | <p>I know that there are plans for berms, landscaping, and noise walls to be added there, but given the placement of the walls, there will be little protection for the north end of the park and the neighborhoods north of Unitah Street. However, I am amazed that CDOT hasn't made a more extensive study of the impacts of dramatically increasing the traffic load on I-25 through the heart of downtown Colorado Springs. An Environmental Impact Study would provide far more extensive information on the impact of the increased noise and environmental impact to the air, water, wildlife, and quality of life along this highway.</p> <p>At the very least it seems apparent that CDOT should gather information from the state of Arizona concerning their federally funded study of the noise reduction provided by rubberized asphalt. There is a study section of highway in the Flagstaff area - which has wide ranges of temperatures similar to Colorado Springs. This process using recycled tires is relatively cheap. The dramatic growth experienced on the Front Range of Colorado in the past 20 years brings increasing problems for the quality of life in this area. I hope to see more attention paid to these issues in the future.</p> | <p style="text-align: center;">Air Quality</p> <p style="text-align: center;">Water Quality</p> <p style="text-align: center;">Wildlife</p> <p style="text-align: center;">NEPA Process: Conduct EIS</p> |