

Independence Street Corridor Study

Public Comment Summary of Preferred Alternative

Friday, January 18, 2019



17

**Total Responses
In-Person at the Open House**

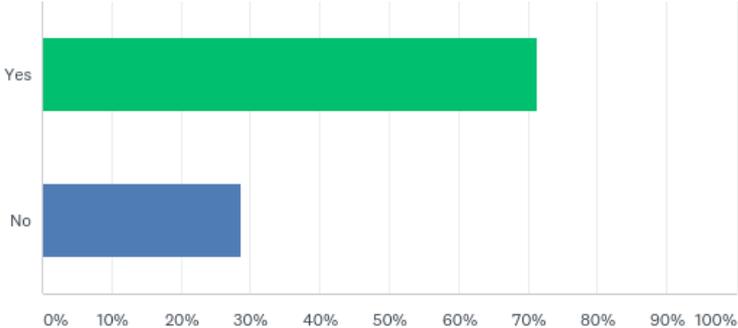
Complete Responses: 17

183

**Total Responses
Online Survey**

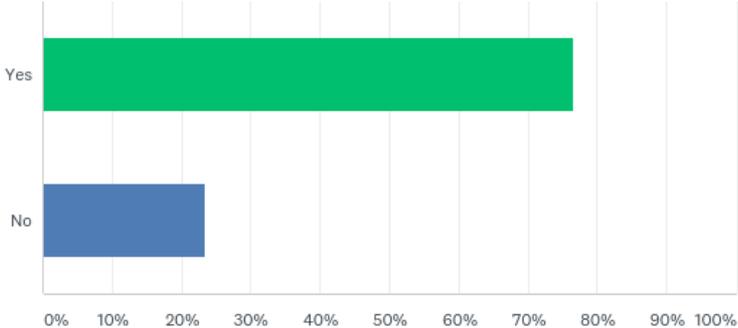
Complete Responses: 140

Q1: Do you live within the city limits of Cape Girardeau, Mo?



ANSWER CHOICES	RESPONSES
Yes	71.43% 10
No	28.57% 4
TOTAL	14

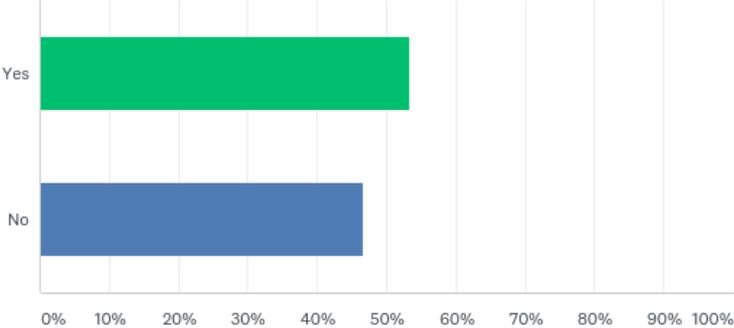
Answered: 14 Skipped: 3



ANSWER CHOICES	RESPONSES
Yes	76.50% 140
No	23.50% 43
TOTAL	183

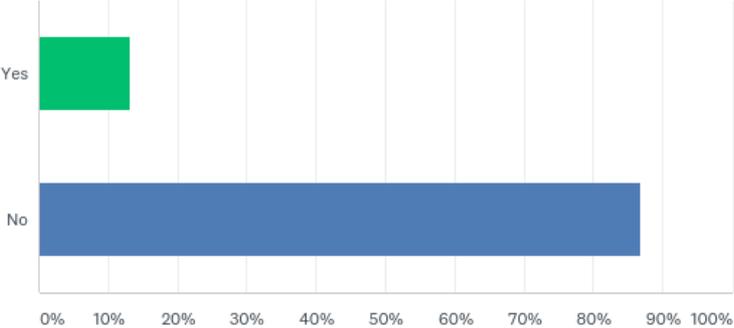
Answered: 183 Skipped: 0

Q2: Do you own commercial property or a business within the city limits of Cape Girardeau, Mo?



ANSWER CHOICES	RESPONSES
Yes	53.33% 8
No	46.67% 7
TOTAL	15

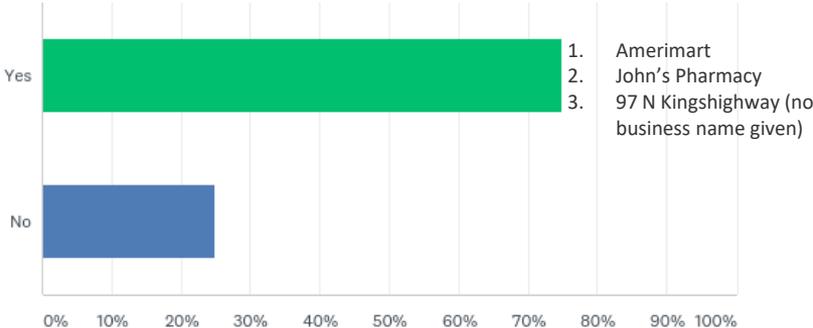
Answered: 15 Skipped: 2



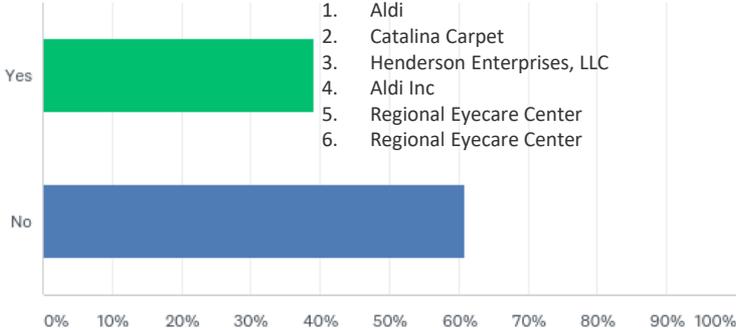
ANSWER CHOICES	RESPONSES
Yes	13.11% 24
No	86.89% 159
TOTAL	183

Answered: 183 Skipped: 0

Q3: Is your Cape Girardeau property along Independence Street between the Gordonville Road roundabout to the west and Sunset Blvd to the east?



1. Amerimart
2. John's Pharmacy
3. 97 N Kingshighway (no business name given)



1. Aldi
2. Catalina Carpet
3. Henderson Enterprises, LLC
4. Aldi Inc
5. Regional Eyecare Center
6. Regional Eyecare Center

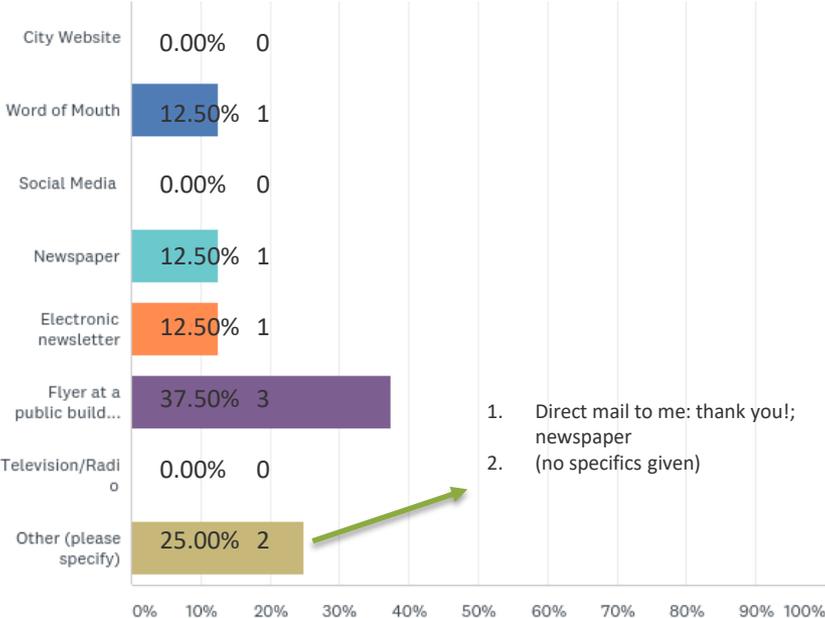
ANSWER CHOICES	RESPONSES	
Yes	75.00%	6
No	25.00%	2
TOTAL		8

ANSWER CHOICES	RESPONSES	
Yes	39.13%	9
No	60.87%	14
TOTAL		23

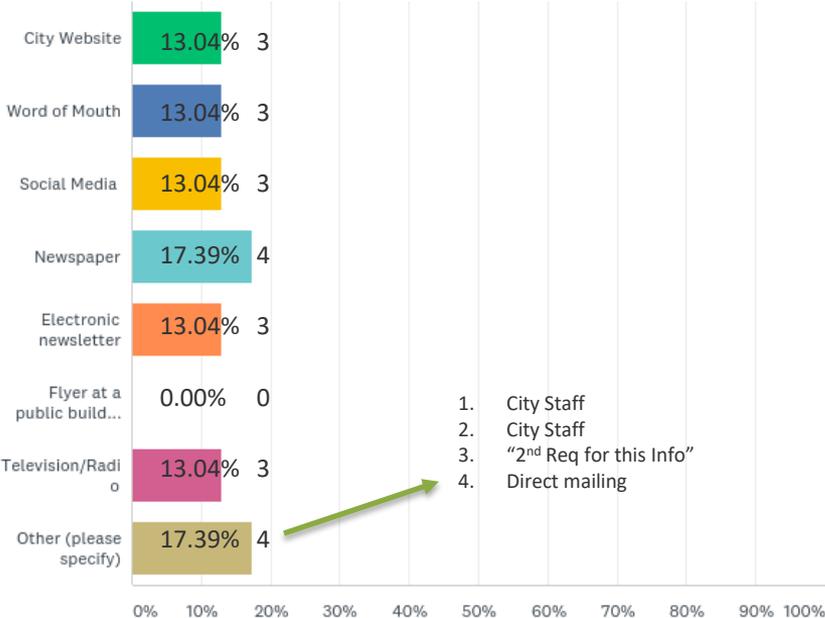
Answered: 8 Skipped: 9

Answered: 23 Skipped: 160

Q5: How did you become aware that changes were being considered for Independence Street Corridor?

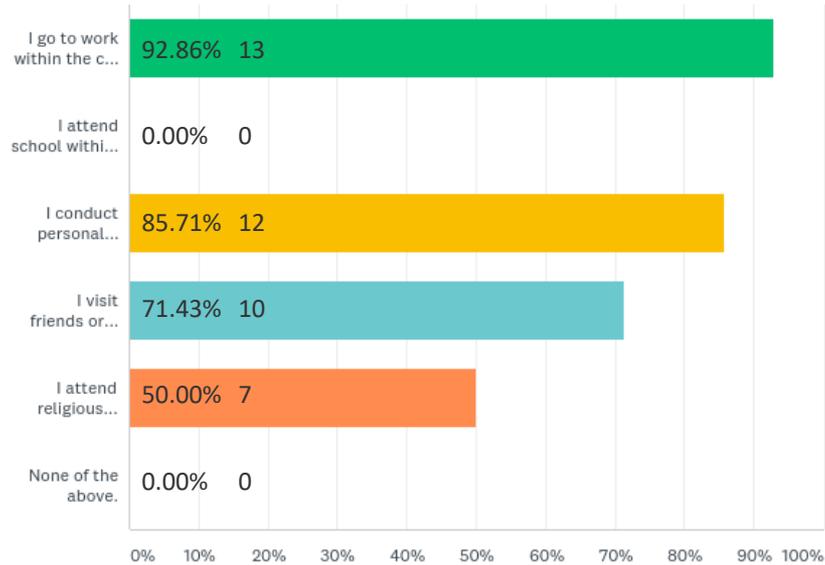


Answered: 8 Skipped: 9

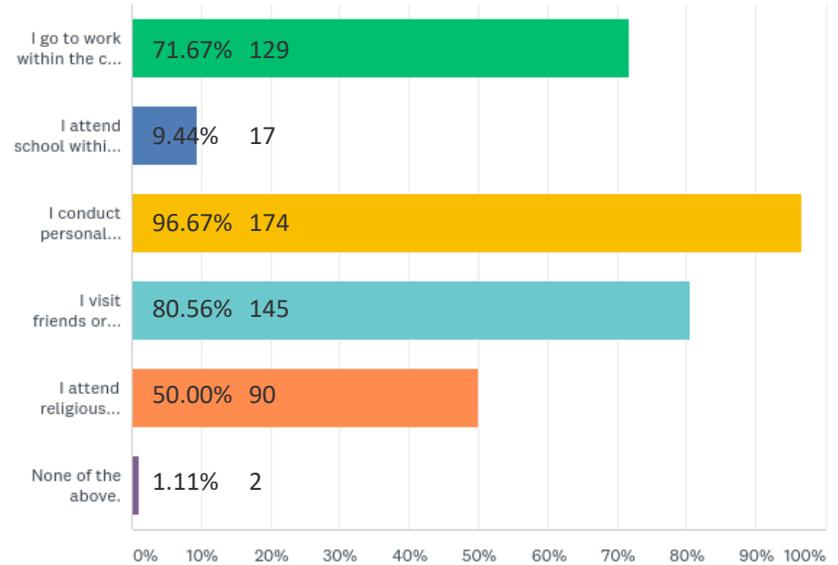


Answered: 23 Skipped: 160

Q6: Do you do any of the following more than once a week? Please check all which apply.

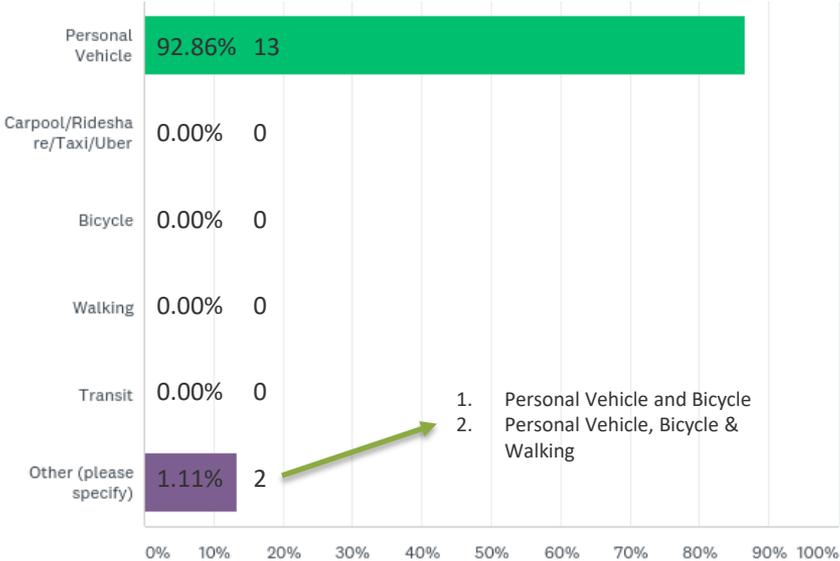


Answered: 14 Skipped: 3



Answered: 180 Skipped: 3

Q7: Which mode of transportation do you use to get around Cape Girardeau most often?

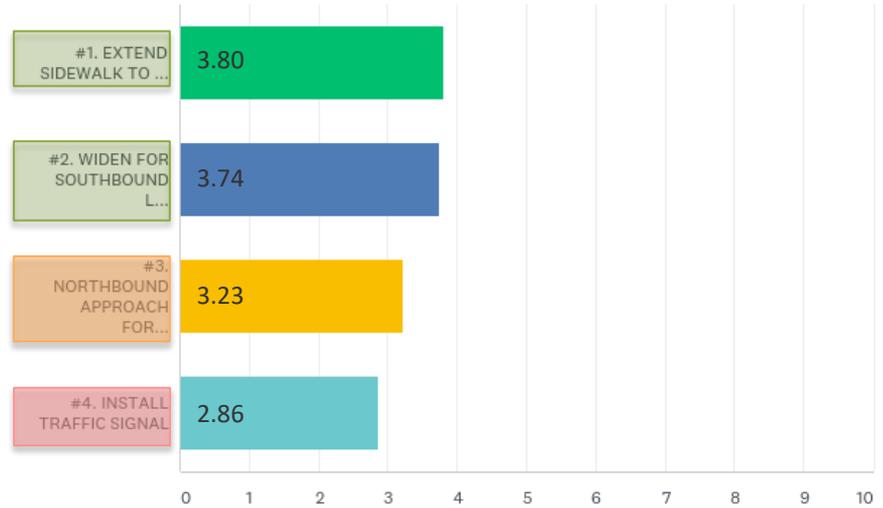
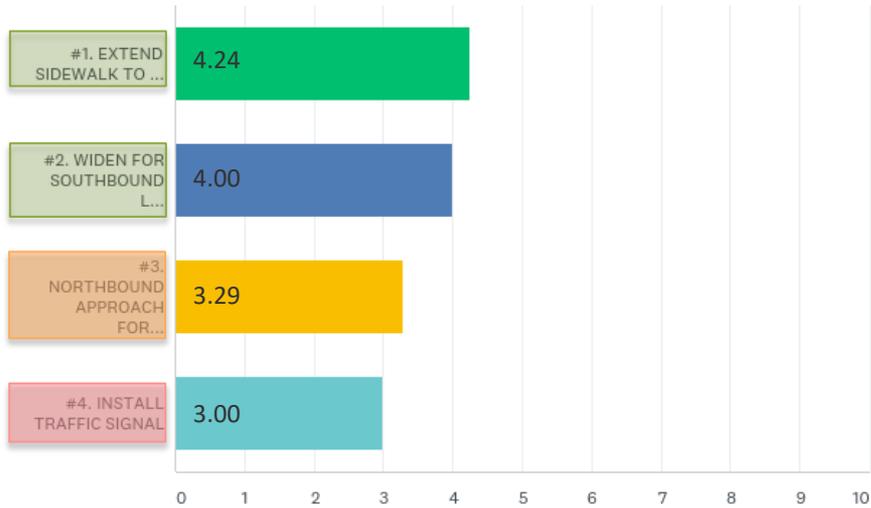


Answered: 15 Skipped: 2



Answered: 180 Skipped: 3

Q8: Preferred Option (West)



Answered: 17 Skipped: 0

Answered: 152 Skipped: 31



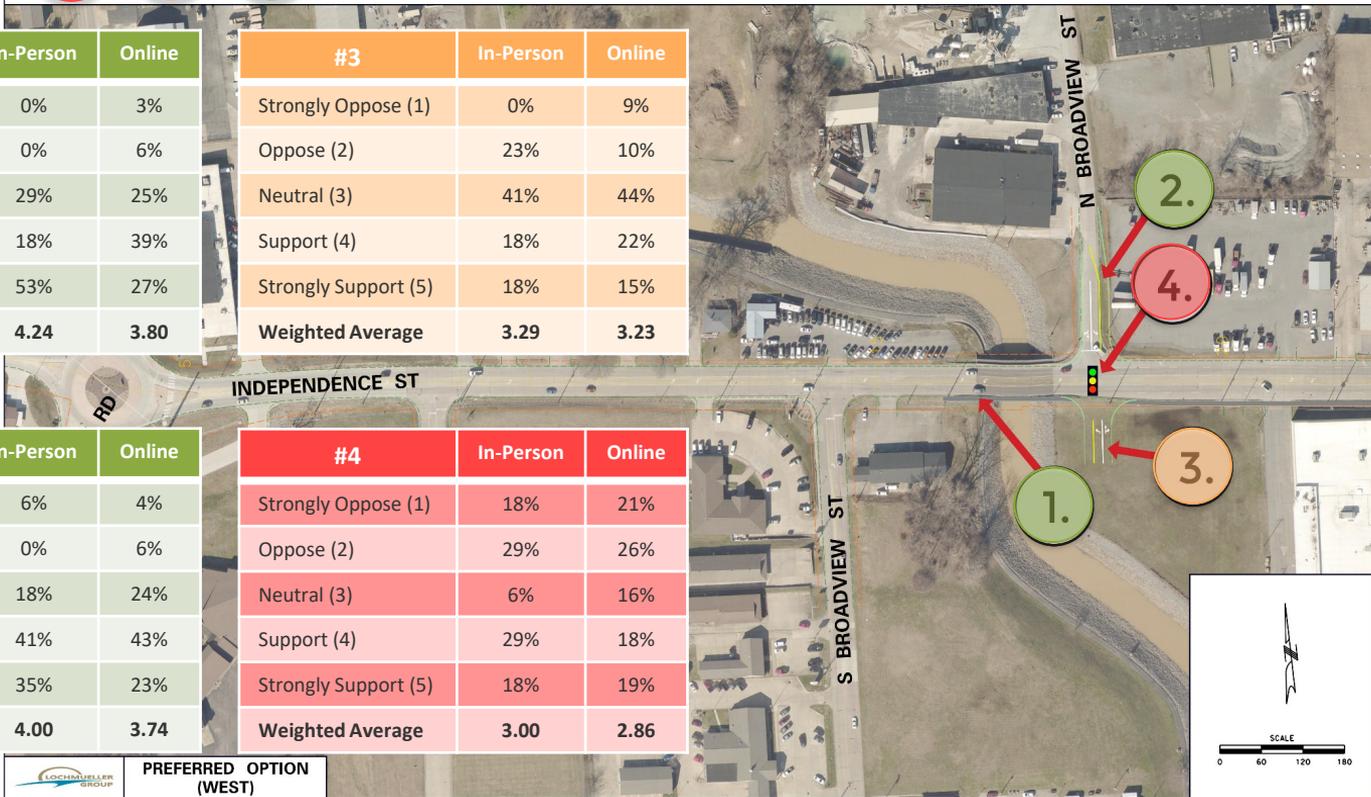
CITY OF CAPE GIRARDEAU INDEPENDENCE STREET CORRIDOR STUDY

#1	In-Person	Online
Strongly Oppose (1)	0%	3%
Oppose (2)	0%	6%
Neutral (3)	29%	25%
Support (4)	18%	39%
Strongly Support (5)	53%	27%
Weighted Average	4.24	3.80

#3	In-Person	Online
Strongly Oppose (1)	0%	9%
Oppose (2)	23%	10%
Neutral (3)	41%	44%
Support (4)	18%	22%
Strongly Support (5)	18%	15%
Weighted Average	3.29	3.23

#2	In-Person	Online
Strongly Oppose (1)	6%	4%
Oppose (2)	0%	6%
Neutral (3)	18%	24%
Support (4)	41%	43%
Strongly Support (5)	35%	23%
Weighted Average	4.00	3.74

#4	In-Person	Online
Strongly Oppose (1)	18%	21%
Oppose (2)	29%	26%
Neutral (3)	6%	16%
Support (4)	29%	18%
Strongly Support (5)	18%	19%
Weighted Average	3.00	2.86

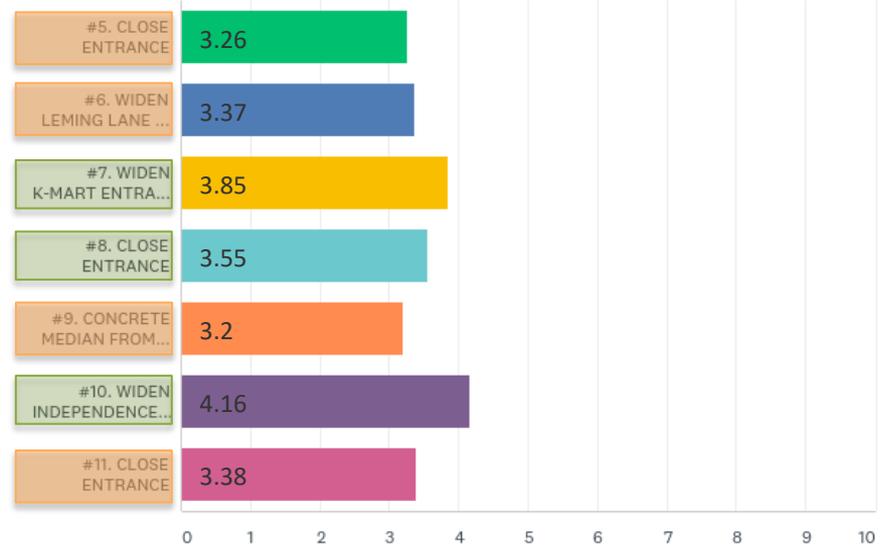
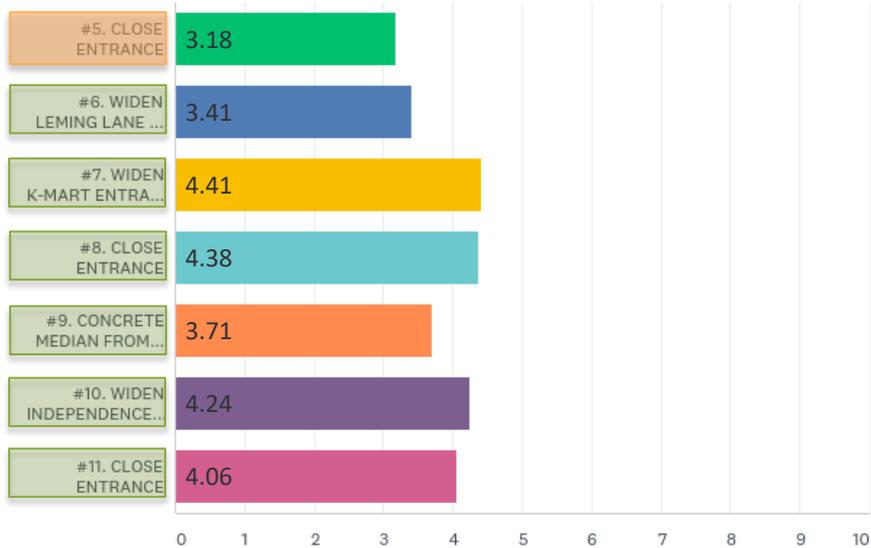


 **PREFERRED OPTION (WEST)**

- 1. EXTEND SIDEWALK TO THE EAST AND WIDEN BRIDGE
- 2. WIDEN FOR SOUTHBOUND LEFT TURN LANE

- 3. NORTHBOUND APPROACH FOR FUTURE PARCEL DEVELOPMENT
- 4. INSTALL TRAFFIC SIGNALS

Q9: Preferred Option (Central)



Answered: 17 Skipped: 0

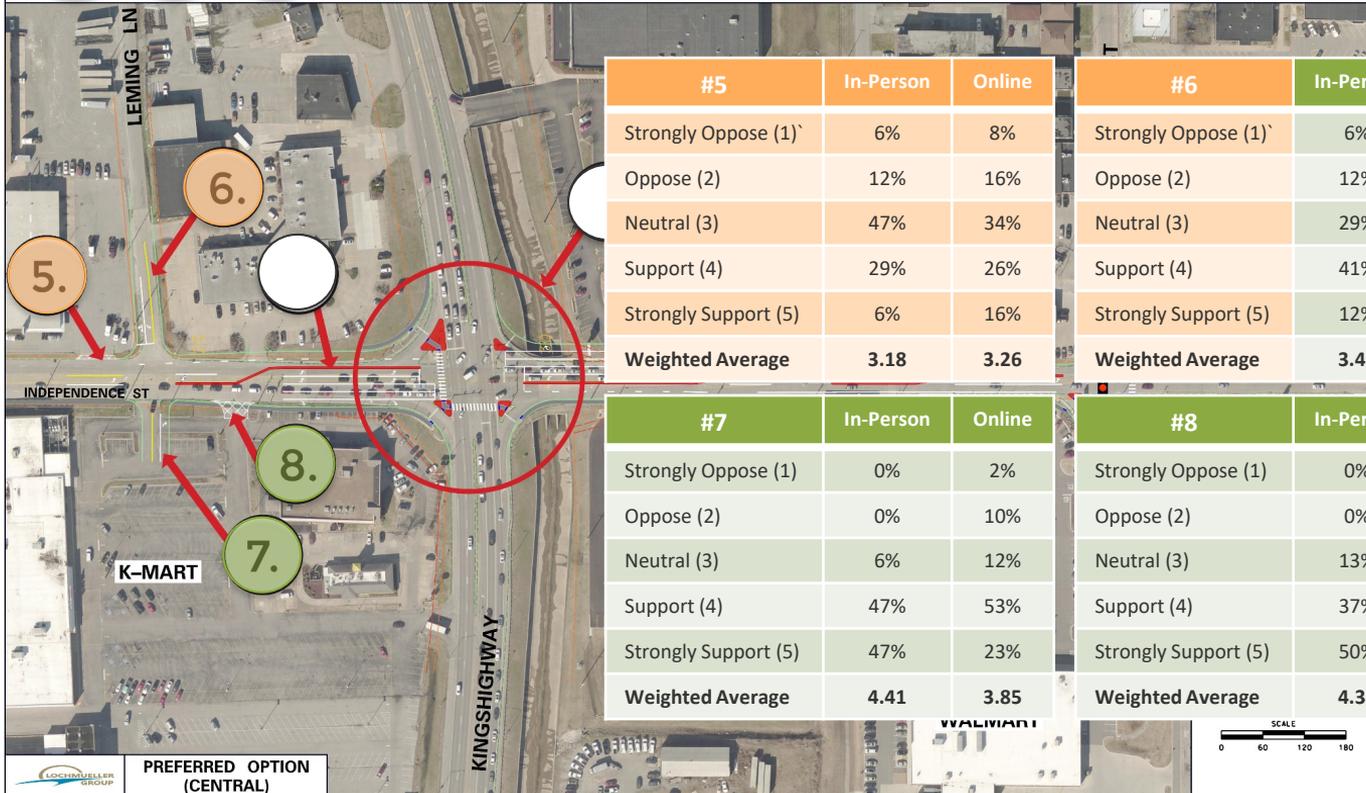
Answered: 142 Skipped: 41

<3.1

3.1-3.4

>3.4

CITY OF CAPE GIRARDEAU INDEPENDENCE STREET CORRIDOR STUDY



 **PREFERRED OPTION (CENTRAL)**

#5	In-Person	Online
Strongly Oppose (1)	6%	8%
Oppose (2)	12%	16%
Neutral (3)	47%	34%
Support (4)	29%	26%
Strongly Support (5)	6%	16%
Weighted Average	3.18	3.26

#6	In-Person	Online
Strongly Oppose (1)	6%	3%
Oppose (2)	12%	15%
Neutral (3)	29%	34%
Support (4)	41%	37%
Strongly Support (5)	12%	11%
Weighted Average	3.41	3.37

#7	In-Person	Online
Strongly Oppose (1)	0%	2%
Oppose (2)	0%	10%
Neutral (3)	6%	12%
Support (4)	47%	53%
Strongly Support (5)	47%	23%
Weighted Average	4.41	3.85

#8	In-Person	Online
Strongly Oppose (1)	0%	11%
Oppose (2)	0%	16%
Neutral (3)	13%	13%
Support (4)	37%	26%
Strongly Support (5)	50%	34%
Weighted Average	4.38	3.55

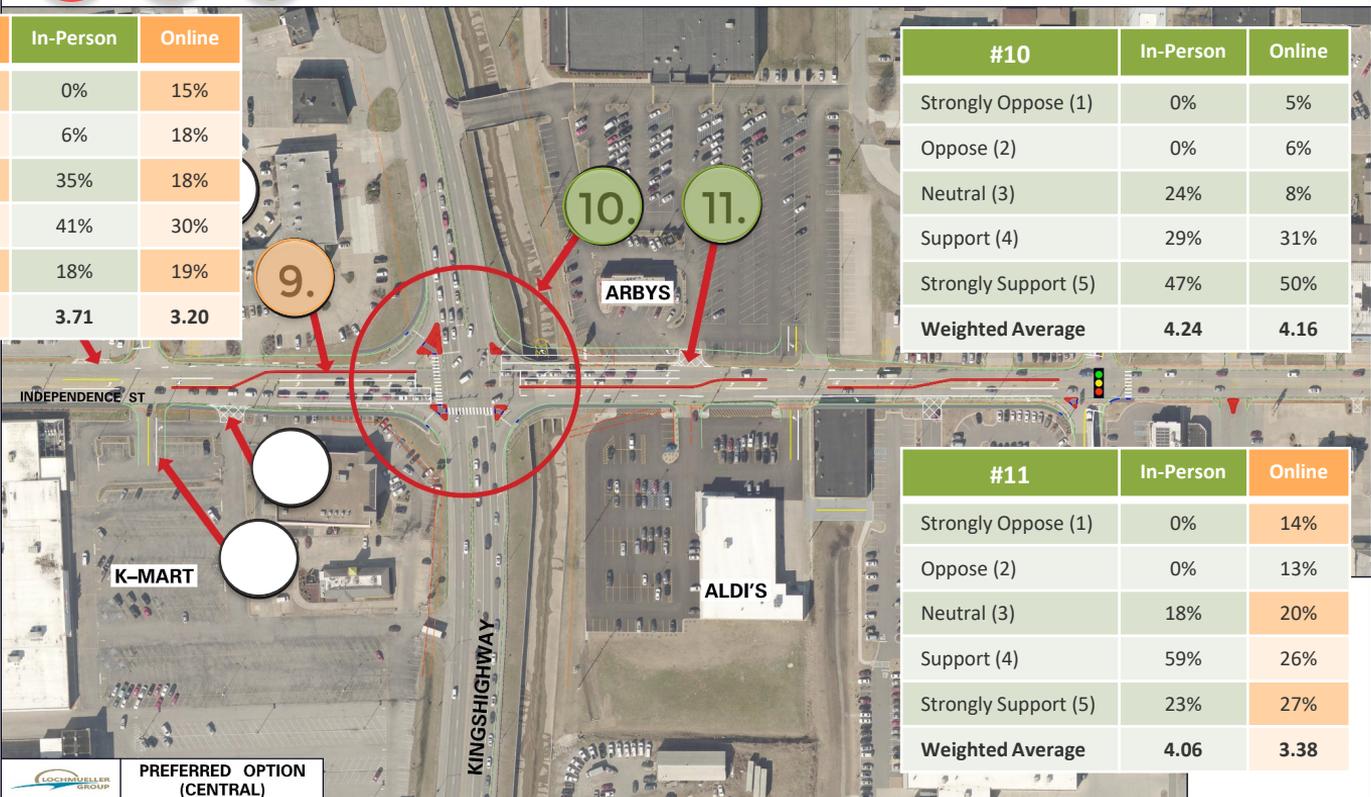
- 5. CLOSE ENTRANCE
- 6. WIDEN LEMING LANE FOR SOUTHBOUND LEFT AND THRU/ RIGHT TURN LANES
- 7. WIDEN K-MART ENTRANCE FOR DEDICATED RIGHT TURN LANE
- 8. CLOSE ENTRANCE



CITY OF CAPE GIRARDEAU INDEPENDENCE STREET CORRIDOR STUDY

#9	In-Person	Online
Strongly Oppose (1)	0%	15%
Oppose (2)	6%	18%
Neutral (3)	35%	18%
Support (4)	41%	30%
Strongly Support (5)	18%	19%
Weighted Average	3.71	3.20

#10	In-Person	Online
Strongly Oppose (1)	0%	5%
Oppose (2)	0%	6%
Neutral (3)	24%	8%
Support (4)	29%	31%
Strongly Support (5)	47%	50%
Weighted Average	4.24	4.16

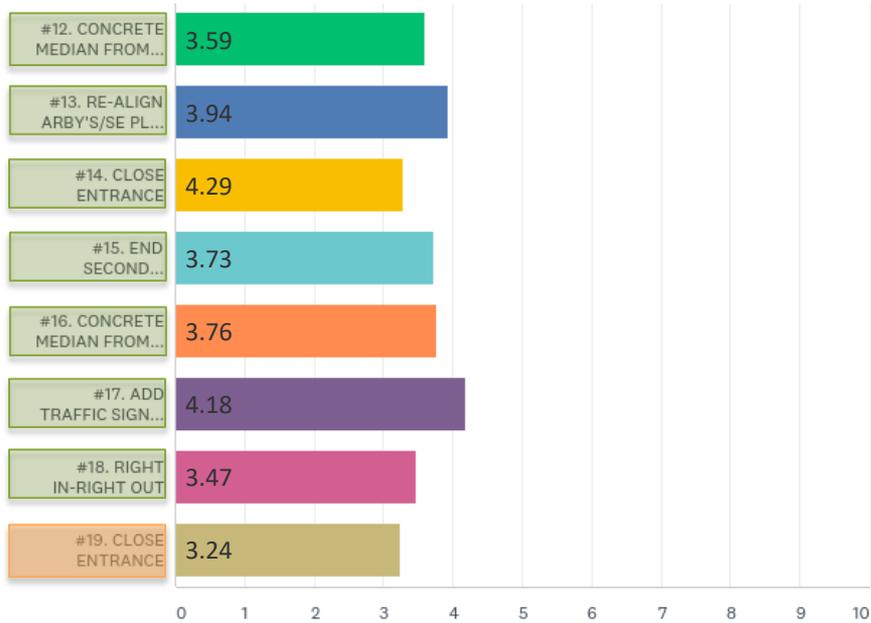


#11	In-Person	Online
Strongly Oppose (1)	0%	14%
Oppose (2)	0%	13%
Neutral (3)	18%	20%
Support (4)	59%	26%
Strongly Support (5)	23%	27%
Weighted Average	4.06	3.38

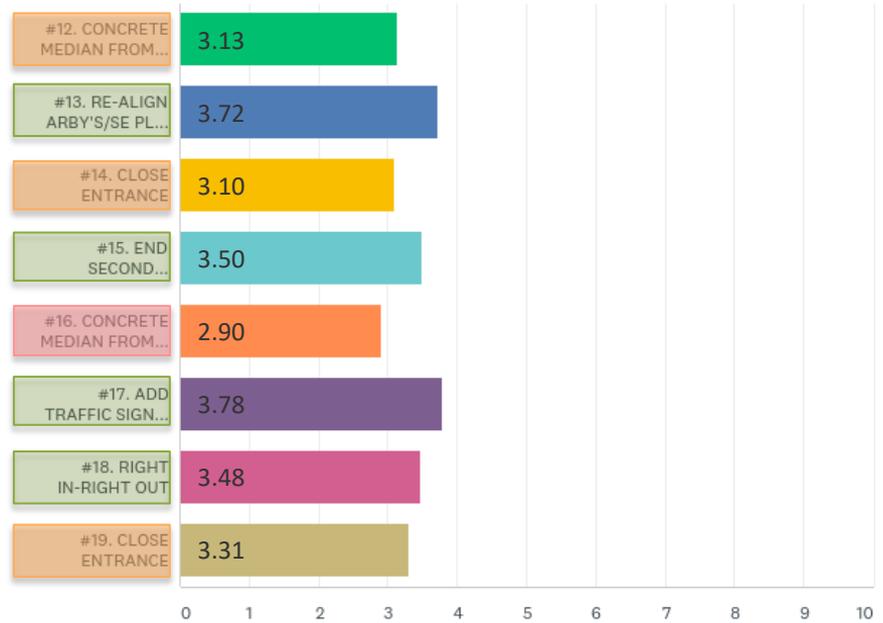
10. WIDEN INDEPENDENCE ST. AT KINGSHIGHWAY TO ACCOMMODATE TWO WESTBOUND AND TWO EASTBOUND THRU LANES AND ADD PEDESTRIAN CROSSINGS
11. CLOSE ENTRANCE

9. CONCRETE MEDIAN FROM LEMING LANE TO KINGSHIGHWAY

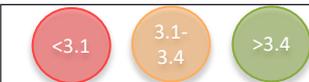
Q10: Preferred option (Central)



Answered: 17 Skipped: 0



Answered: 138 Skipped: 45



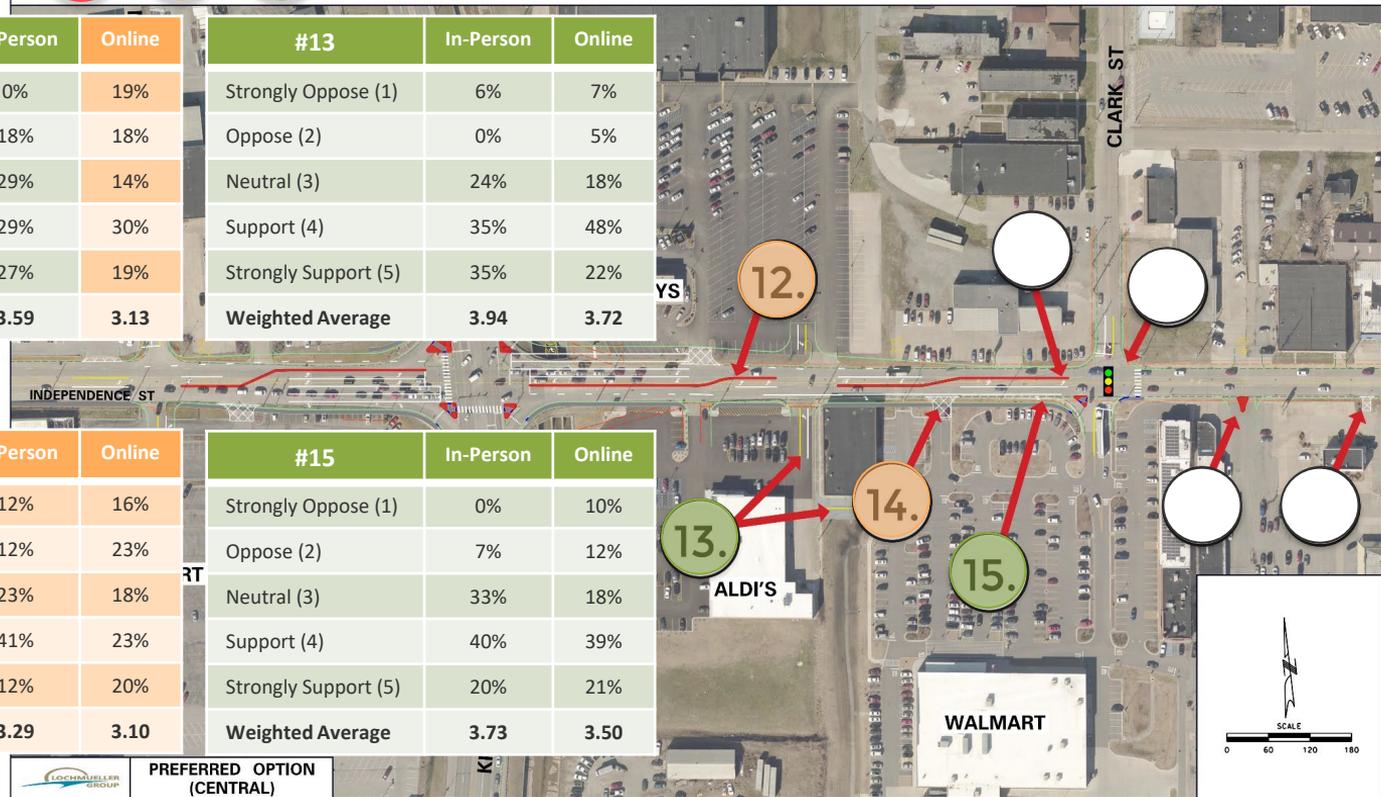
CITY OF CAPE GIRARDEAU INDEPENDENCE STREET CORRIDOR STUDY

#12	In-Person	Online
Strongly Oppose (1)	0%	19%
Oppose (2)	18%	18%
Neutral (3)	29%	14%
Support (4)	29%	30%
Strongly Support (5)	27%	19%
Weighted Average	3.59	3.13

#13	In-Person	Online
Strongly Oppose (1)	6%	7%
Oppose (2)	0%	5%
Neutral (3)	24%	18%
Support (4)	35%	48%
Strongly Support (5)	35%	22%
Weighted Average	3.94	3.72

#14	In-Person	Online
Strongly Oppose (1)	12%	16%
Oppose (2)	12%	23%
Neutral (3)	23%	18%
Support (4)	41%	23%
Strongly Support (5)	12%	20%
Weighted Average	3.29	3.10

#15	In-Person	Online
Strongly Oppose (1)	0%	10%
Oppose (2)	7%	12%
Neutral (3)	33%	18%
Support (4)	40%	39%
Strongly Support (5)	20%	21%
Weighted Average	3.73	3.50

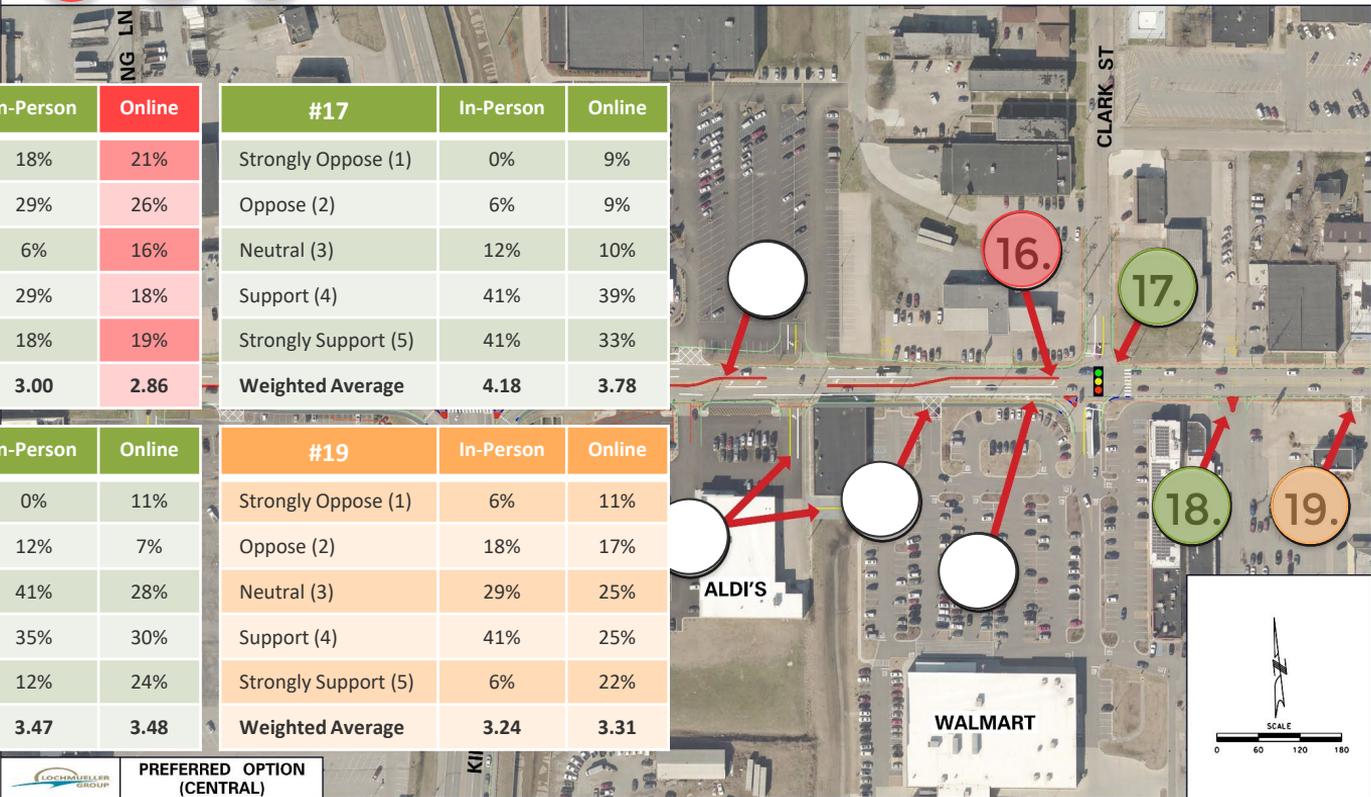


PREFERRED OPTION (CENTRAL)

- 12. CONCRETE MEDIAN FROM KINGSHIGHWAY TO ALDI'S EAST ENTRANCE
- 13. RE-ALIGN ARBY'S/SE PLAZA ENTRANCE WITH ALDI'S EAST ENTRANCE
CONSIDER INTER-PARCEL ACCESS ROUTE
- 14. CLOSE ENTRANCE
- 15. END SECOND EASTBOUND LANE AS RIGHT TURN LANE INTO WALMART



CITY OF CAPE GIRARDEAU INDEPENDENCE STREET CORRIDOR STUDY



#16	In-Person	Online
Strongly Oppose (1)	18%	21%
Oppose (2)	29%	26%
Neutral (3)	6%	16%
Support (4)	29%	18%
Strongly Support (5)	18%	19%
Weighted Average	3.00	2.86

#17	In-Person	Online
Strongly Oppose (1)	0%	9%
Oppose (2)	6%	9%
Neutral (3)	12%	10%
Support (4)	41%	39%
Strongly Support (5)	41%	33%
Weighted Average	4.18	3.78

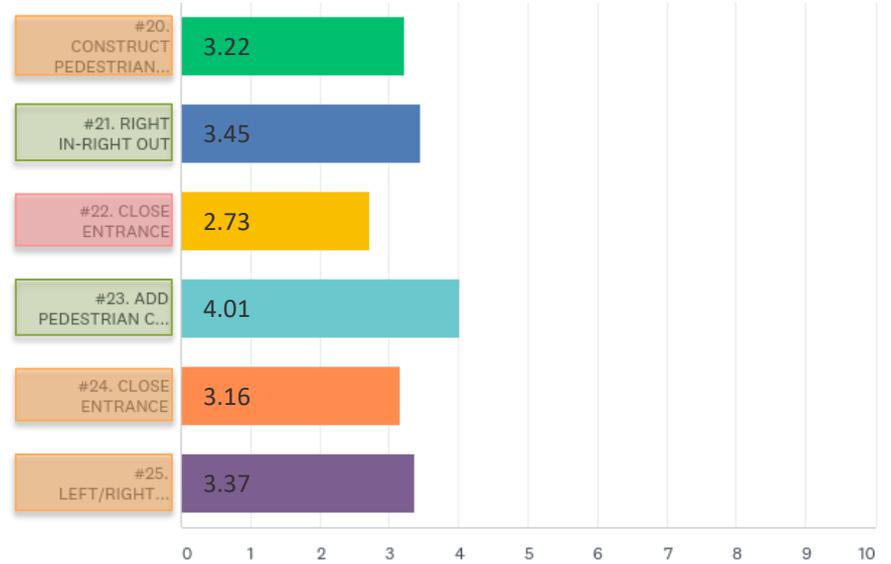
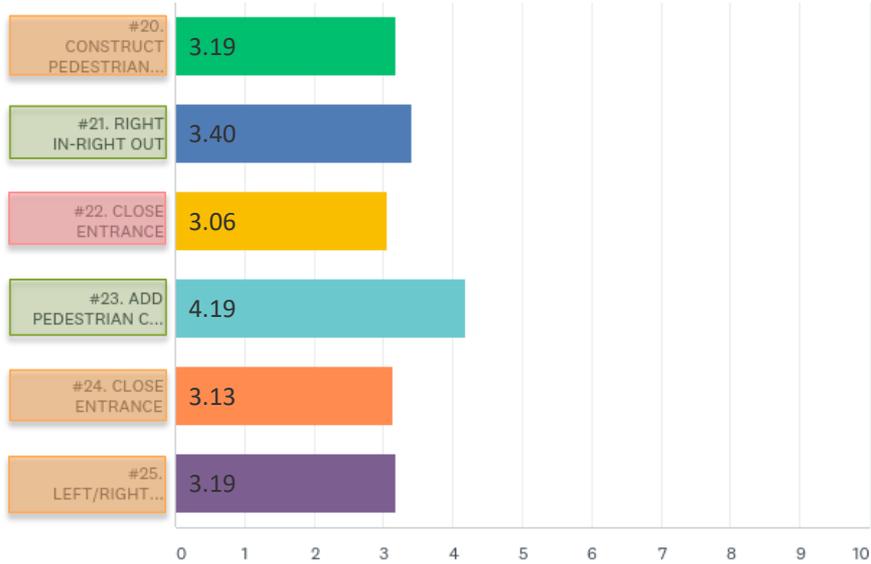
#18	In-Person	Online
Strongly Oppose (1)	0%	11%
Oppose (2)	12%	7%
Neutral (3)	41%	28%
Support (4)	35%	30%
Strongly Support (5)	12%	24%
Weighted Average	3.47	3.48

#19	In-Person	Online
Strongly Oppose (1)	6%	11%
Oppose (2)	18%	17%
Neutral (3)	29%	25%
Support (4)	41%	25%
Strongly Support (5)	6%	22%
Weighted Average	3.24	3.31

 **PREFERRED OPTION (CENTRAL)**

- 16. CONCRETE MEDIAN FROM ALDI'S EAST ENTRANCE TO WALMART ENTRANCE/CLARK ST.
- 17. ADD PEDESTRIAN ACCOMMODATIONS AND RE-ALIGN INTERSECTION OF WALMART ENTRANCE AND CLARK ST.
- 18. RIGHT IN - RIGHT OUT
- 19. CLOSE ENTRANCE

Q11: Preferred Option (East)

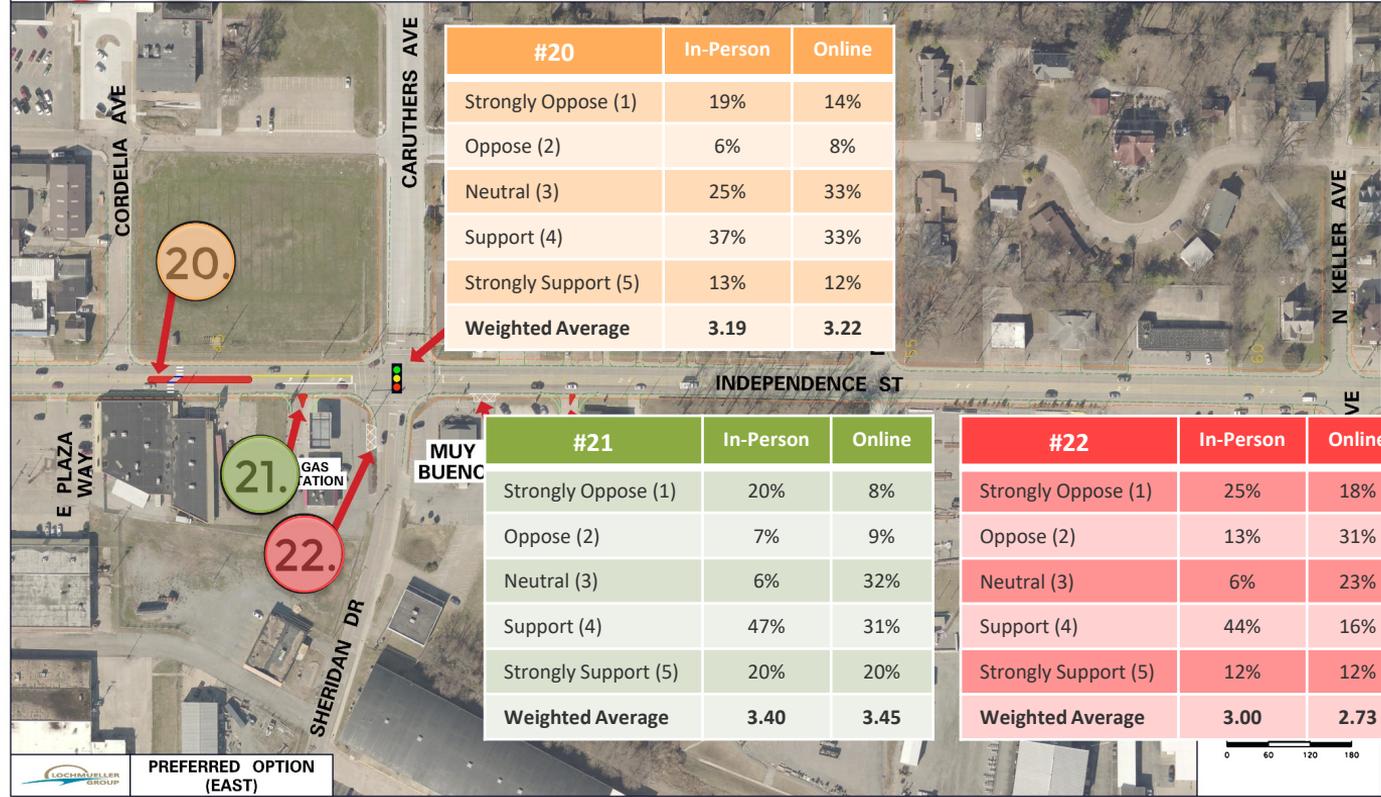


Answered: 16 Skipped: 1

Answered: 135 Skipped: 48



CITY OF CAPE GIRARDEAU INDEPENDENCE STREET CORRIDOR STUDY



#20	In-Person	Online
Strongly Oppose (1)	19%	14%
Oppose (2)	6%	8%
Neutral (3)	25%	33%
Support (4)	37%	33%
Strongly Support (5)	13%	12%
Weighted Average	3.19	3.22

#21	In-Person	Online
Strongly Oppose (1)	20%	8%
Oppose (2)	7%	9%
Neutral (3)	6%	32%
Support (4)	47%	31%
Strongly Support (5)	20%	20%
Weighted Average	3.40	3.45

#22	In-Person	Online
Strongly Oppose (1)	25%	18%
Oppose (2)	13%	31%
Neutral (3)	6%	23%
Support (4)	44%	16%
Strongly Support (5)	12%	12%
Weighted Average	3.00	2.73

PREFERRED OPTION (EAST)

- 20. CONSTRUCT PEDESTRIAN REFUGE ISLAND EAST OF CORDELIA AVE.
- 21. RIGHT IN-RIGHT OUT
- 22. CLOSE ENTRANCE

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3.1-3.4

>3.4

CITY OF CAPE GIRARDEAU INDEPENDENCE STREET CORRIDOR STUDY

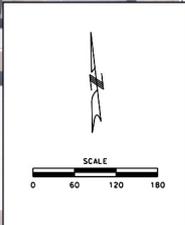
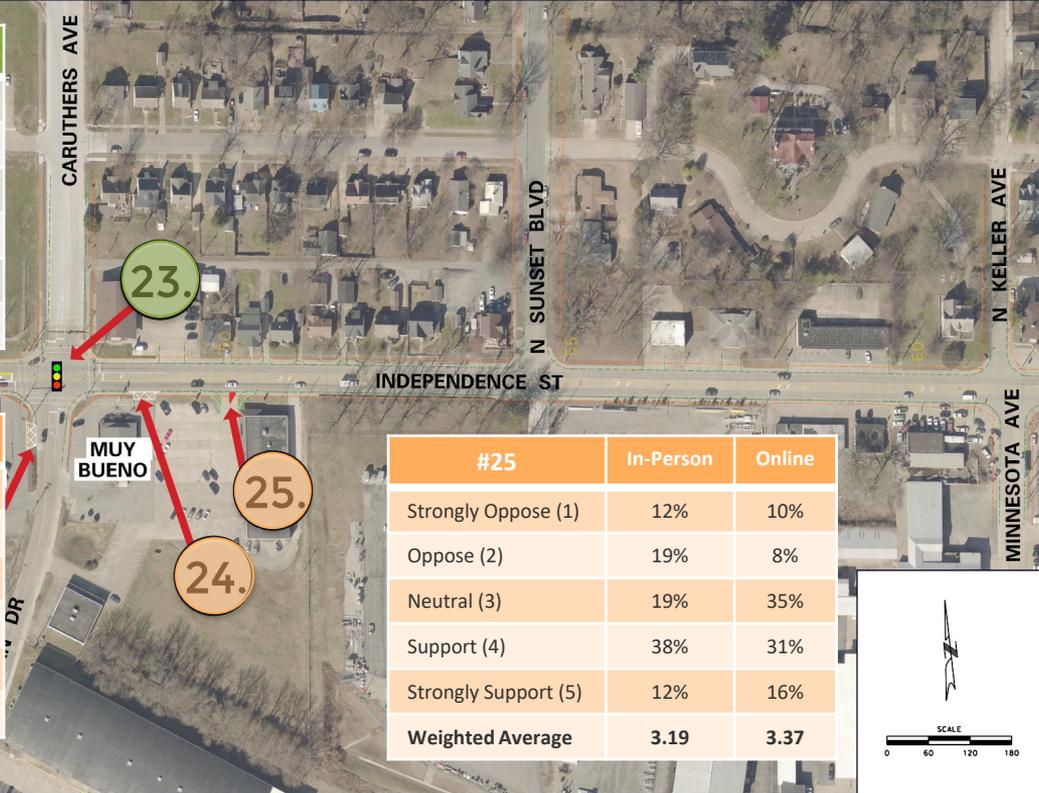
#23	In-Person	Online
Strongly Oppose (1)	0%	4%
Oppose (2)	0%	5%
Neutral (3)	19%	14%
Support (4)	44%	40%
Strongly Support (5)	37%	37%
Weighted Average	4.19	4.01

#24	In-Person	Online
Strongly Oppose (1)	12%	13%
Oppose (2)	19%	21%
Neutral (3)	19%	19%
Support (4)	44%	32%
Strongly Support (5)	6%	15%
Weighted Average	3.13	3.16

#25	In-Person	Online
Strongly Oppose (1)	12%	10%
Oppose (2)	19%	8%
Neutral (3)	19%	35%
Support (4)	38%	31%
Strongly Support (5)	12%	16%
Weighted Average	3.19	3.37

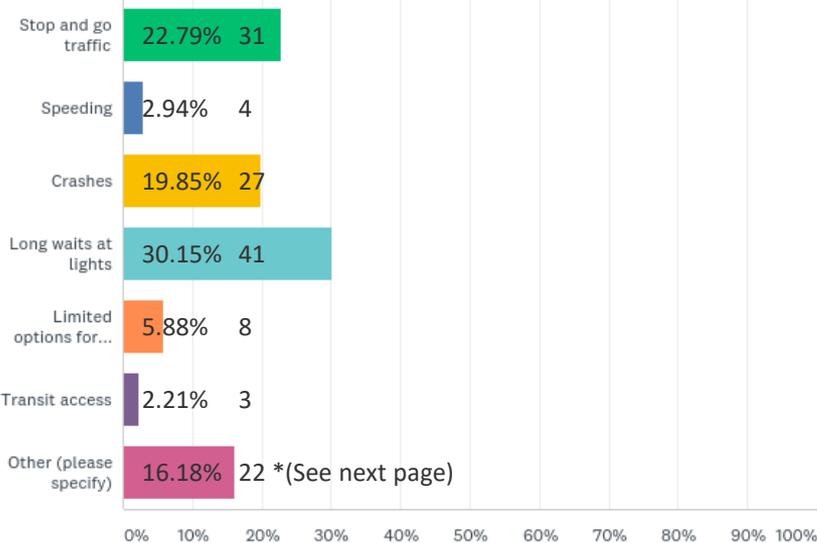
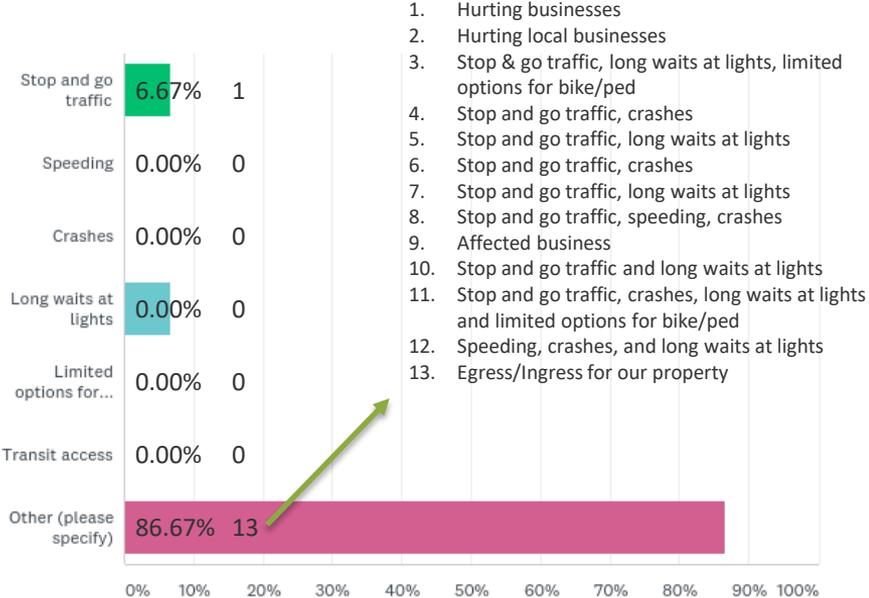


PREFERRED OPTION (EAST)



- 23. ADD PEDESTRIAN CALL BUTTONS AND CURB RAMPS
- 24. CLOSE ENTRANCE
- 25. LEFT/RIGHT IN-RIGHT OUT

Q12: What is your biggest concern along the corridor?



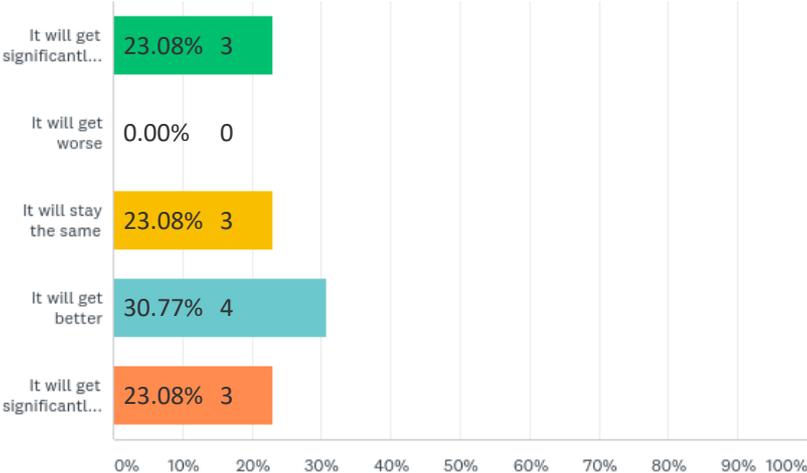
Answered: 15 Skipped: 2

Answered: 136 Skipped: 47

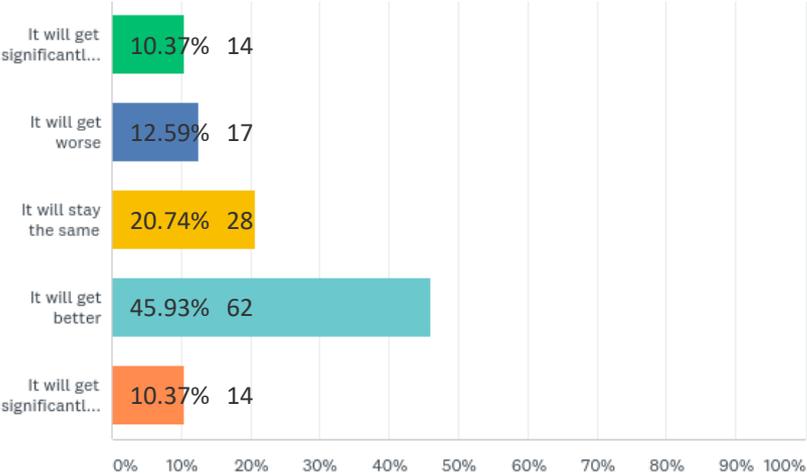
Q12: What is your biggest concern along the corridor? (“Other” Responses)

1. **Too many entrances** where making a left turn is a hazard
 2. Why was **Walmart** allowed to build where traffic was already an issue and next to existing store?
 3. I think it's fine the way it is. All this expense is unnecessary.
 4. People **failing to yield to right of way**
 5. **All of the above.** Thank you for addressing this trouble area!
 6. **Traffic light schedules need to be updated. New sensors** etc. Spend my taxes there first. **Concrete barriers?! No way!** Just add the right turn lanes onto Kingshighway and be done with it. Spend that tax money by the river.
 7. There is an **empty lot right by Aldi**. Which is also for sale That would be a perfect spot to have as another road, than putting the concert things in the middle of the road, especially in front of Aldi. I am an Aldi shopper all the time, a few times a week. I have watched their **big trucks pull in**, and just by watching them they already have a big swing to make, and adding the concert slabs in the middle of the road will make their job almost impossible. I do **like the idea of connecting Aldi and Walmart** parking lots together, but that would be the only plus to this design..... Definitely please go back to the drawing board on this one! Also I strongly suggest using the lot behind Aldi, it's just been setting their for years and is a wasted space, let's put it to use!!!
 8. Keeping traffic **away from schools**
 9. The **sheer number of stoplights** in that stretch of road will delay traffic greatly. It already struggles without lights and in my opinion lights just slow traffic down instead of allowing to pass at it's natural pace.
 10. **Don't block off the entrances** and put up concrete **in front of Aldis**. Traffic is already hard to get in and out and that would make it worse for consumers and truck deliveries. Try to make another entrance somehow for easier access in and out of there. **Maybe a back or side entrance?**
 11. **Long wait for left turn** out of businesses. Should be **right out only**.
 12. There are a lot of **pedestrians** along independence they need to be able to walk safely.
 13. The inability to make turns in and out of places due to **so many entrances**
 14. Who cares? Find a real problem
 15. Hard to leave Make a **left out of Aldi** parking lot into independence **during rush hour**.
 16. Its already **hard to make a left out of Aldi's** this seems like it will **make it almost impossible**
 17. **In and out of Aldi and Walmart**. Why not put an **entrance/exit behind Aldi** to access Aldi and Walmart from Kingshighway?
 18. Other than disrupt independence traffic flow, only a **few of the proposed changes will not benefit the corridor**. Benefit v. taxpayer cost should be considered. It has been less than 15 years since this area was redesigned. It should have been no surprise that adding a **Walmart to an already congested area** would cause more concerns.
 19. Sensible traffic flow and safety
 20. **Unnecessary stops at lights** when traveling on Independence, simply **make what we have now work better**; for example, if a car comes on Caruthers or West End to Independence, stops, and makes a turn on red, Independence will still stop traffic later to allow "invisible" car to go; or, especially at Caruthers, there will be 30 cars on Independence at the light yet it will turn red so one or two cars can go from Caruthers. **Two lanes on Independence to get across Kingshighway is a great idea** - KEEP THE TRAFFIC MOVING so it's out of the way
 21. Flow of traffic going **in and out of the parking lots from Aldi and Walmart**.
 22. **Walmart not paying for their light** after worsening traffic along the corridor.
-

Q13: How well do you think the proposed solution will resolve your concern?

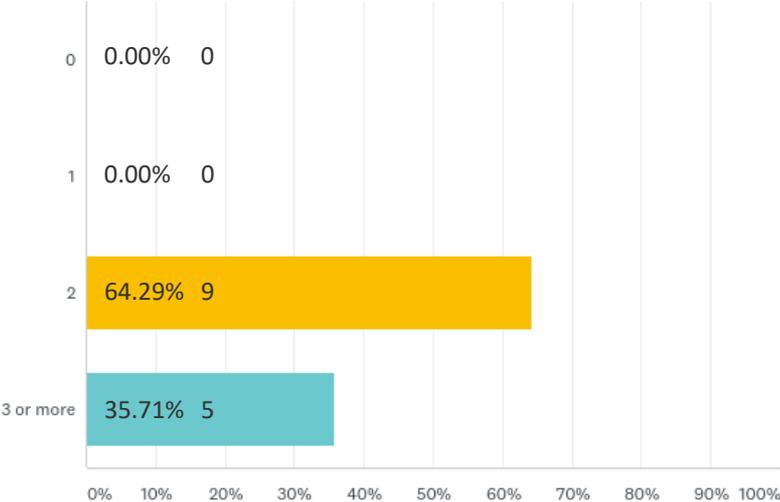


Answered: 13 Skipped: 4

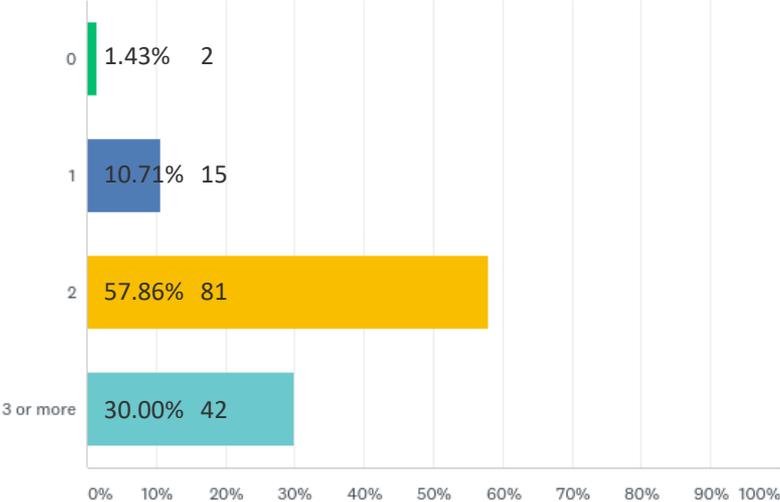


Answered: 135 Skipped: 48

Q14: How many working vehicles does your household own?

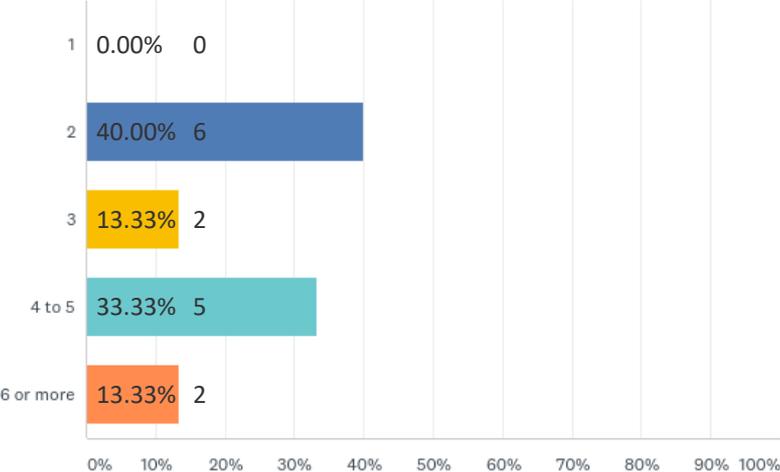


Answered: 14 Skipped: 3

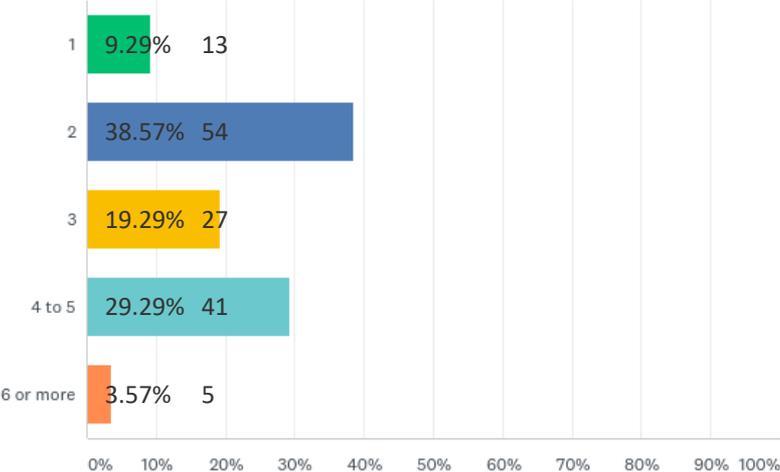


Answered: 140 Skipped: 43

Q15: How many people (including yourself) live in your household?

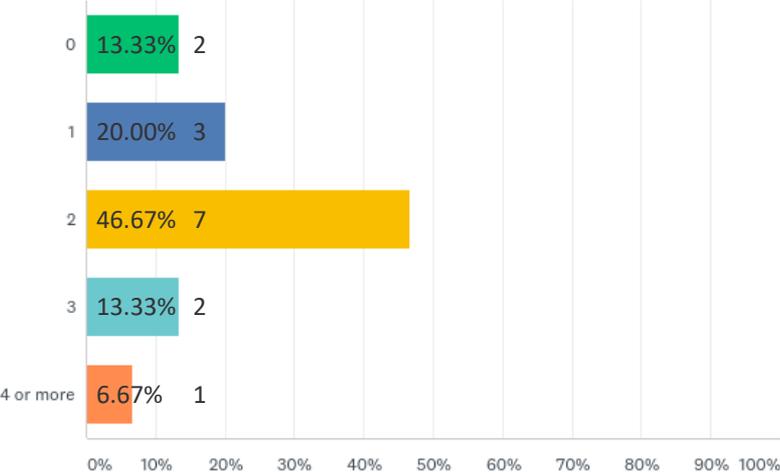


Answered: 15 Skipped: 2

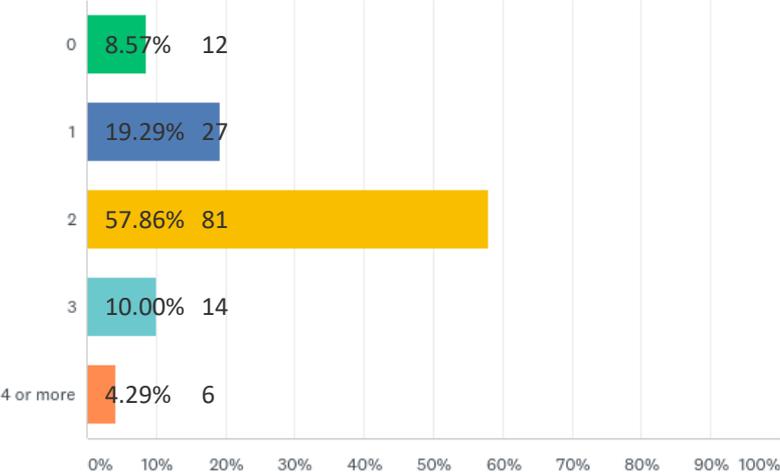


Answered: 140 Skipped: 43

Q16: How many people in your household (including yourself) are employed?

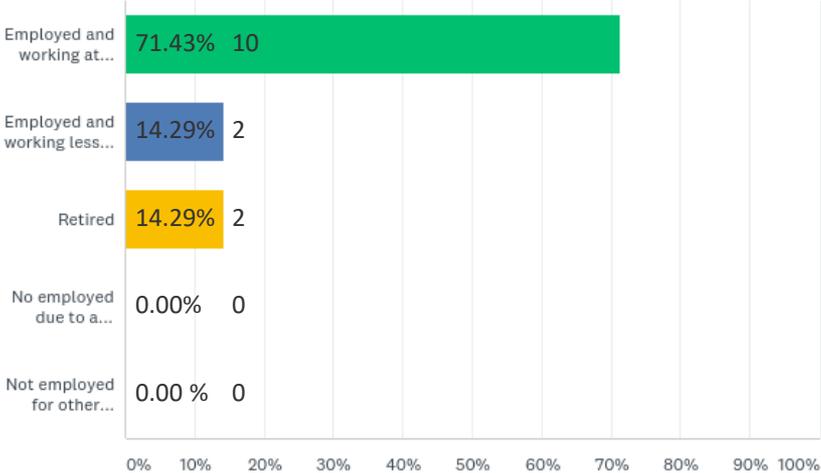


Answered: 15 Skipped: 2

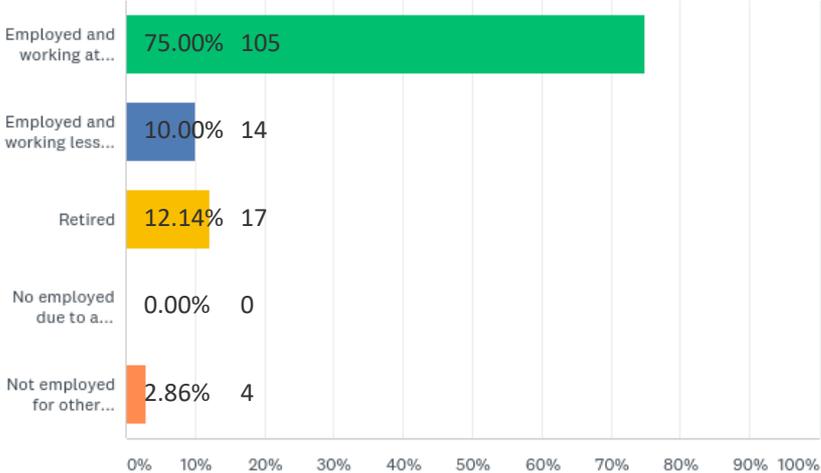


Answered: 140 Skipped: 43

Q17: What is your employment status?

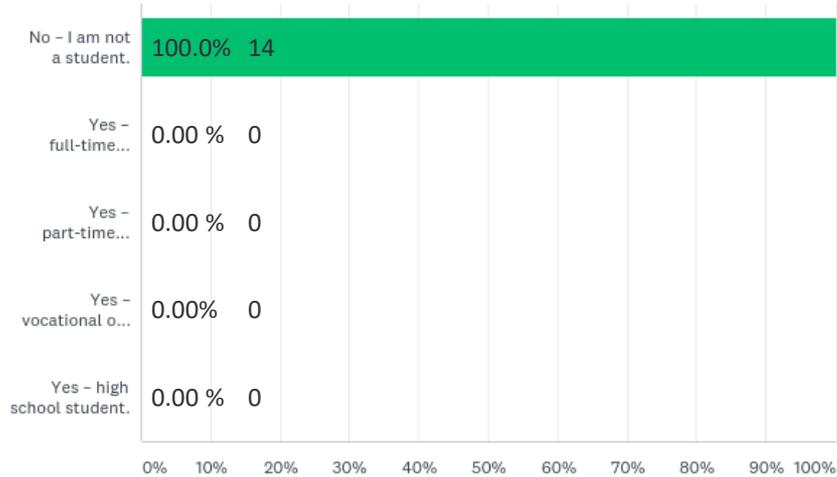


Answered: 14 Skipped: 3

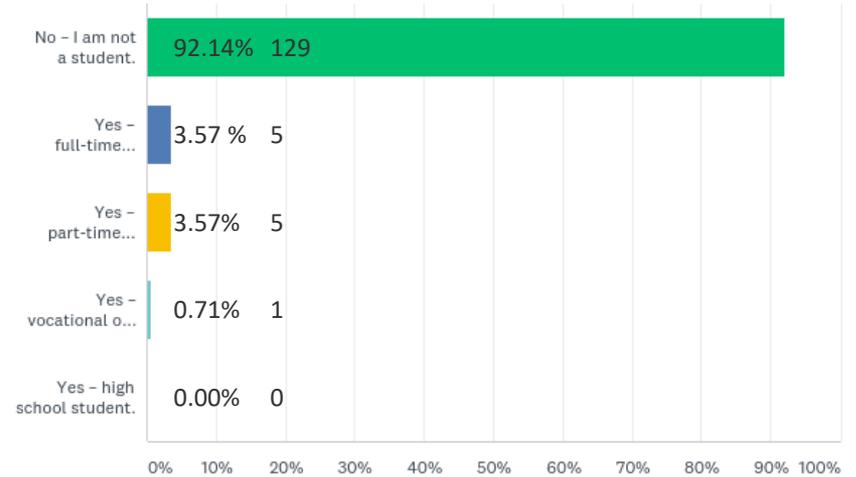


Answered: 140 Skipped: 43

Q18: Are you currently a student?

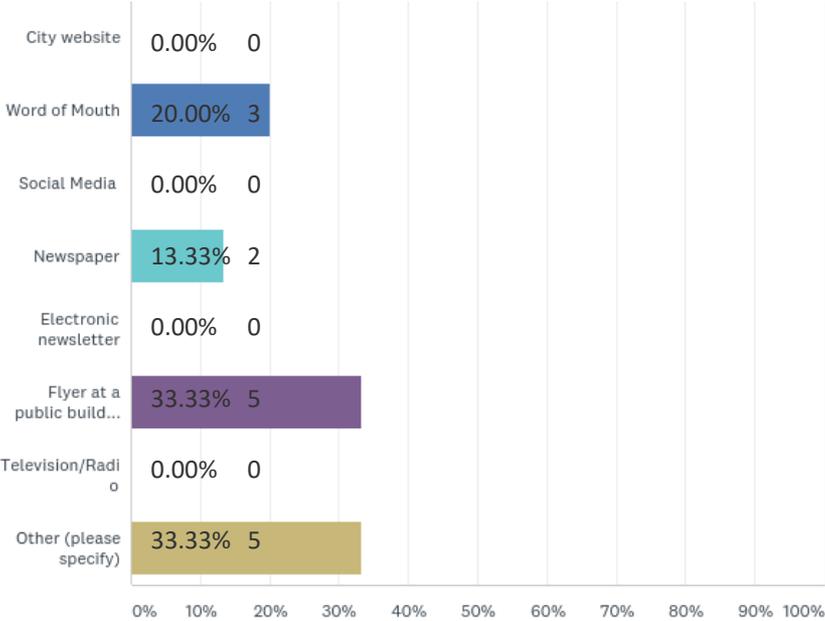


Answered: 14 Skipped: 3

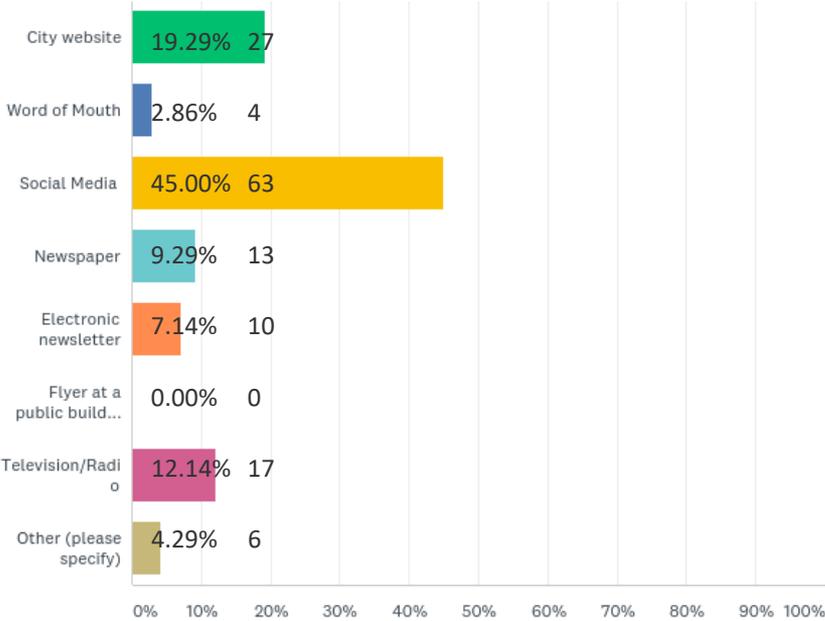


Answered: 140 Skipped: 43

Q19: How did you hear about this survey?



Answered: 15 Skipped: 2



Answered: 140 Skipped: 43

Other Submitted Responses (In-Person)

1. "Please see attached." (*believe this was Amerimart*)
2. Probably the best options available under the circumstances. I like the sidewalk improvements. Access to town plaza a concern.
3. Consider #14 being right-in/right-out. That would alleviate traffic light congestion and help people get out of Aldi parking lot turning left. Closing completely will add congestion at the light.
4. Excited for improvements tax dollars at work. Love it!
5. Preferred Option (West) I think the light should be on Broadview
6. Although this situation has been an issue for years, placing Walmart here worsened the situation.
7. I hope its not being financed from funds used for road repairs!
8. The city should spend more time forecasting these issues instead of fixing them later. Tax \$ could be used elsewhere.
9. Strongly opposed to consideration of inter-parcel access route at Aldi's east entrance.
10. Please think about future sidewalks east of Kingshighway.

Other Submitted Responses (Online)

1. Roundabouts work!
 2. I live on Independence and I think that closing these entrances will create a better flow of traffic. I hope that pedestrians are always kept in mind when making these changes.
 3. Nope
 4. Designate Broadway as one-way, eastbound and Independence as one-way, westbound between Kingshighway and Water Street. Many of proposed improvements would become unnecessary..
 5. I live in the 2500 block at Parkview apartments... please don't take my tree...
 6. I'm sure smarter people than me have put this together; it's easy to not like something that might affect me as opposed to the public in general.
 7. You could take out the roundabout too!
 8. This city is becoming to rely on traffic signals too much.
 9. Westernmost entrance to Aldi should be closed - too close to the light both for those travelling from north & west. Will continue to hold up traffic there. #21-22 totally limiting access to this gas station which will have a detrimental effect on value of the property. No need to close entrance/exit from Sheridan - the entrance immediately across the street into Muy Bueno etc is not being closed. That parcel will continue to have two entrances/exits. #18 - just widen to allow L turn lane otherwise you are again cutting off access to commercial property. Providing access to certain properties across parking lots is recipe for disaster.
 10. Don't drastically change things. These plans would make a lot of people mad. I believe the city should implement more right-left in/right outs. Would be less failure to yields which means less accidents. There are also 4 public schools in this area so more safety for pedestrians. Also more lighting as it's pretty dark on almost all of independence.
-

Other Submitted Responses (Online cont.)

11. Traffic turning left into the gas station across from the school, always causing fender benders and near misses, no designated turn lane so they just stop traffic until they can turn left they need to be sent to the 2nd entrance on caruthers on my bueno side
12. Not part of your plan, but the traffic light at Independence and Pacific St should have never been removed. The line of sight is terrible and there are many accidents there now. It is a very dangerous intersection.
13. The west (closest to kingshighway) entrance to Aldies should be closed.
14. No more stoplights UNLESS Clark is made a through street connecting to Plaza Way and William.
15. No
16. Some of the entrance closing I don't think will help and drastically reduces access to some of the businesses. Please consider this in your decision while making the necessary improvements to increase the safety and traffic flow of the areas. Thanks!
17. Please stop suggesting concrete barriers. If you can fix the kings/ind traffic light schedule (timing) the flow would be better and we'd save a ton of tax money. Fix up downtown and the river and red star... Please don't kill any trees. Please plant some trees alongside the street.
18. With all of the suggested entrance closures I don't understand how people will be able to turn left and go west bound on independence.
19. The realistic concern is the bottleneck at Walmart, as proposed. Without sounding rude, Walgreens/Aldis/Walmart are destinations plagued by elderly drivers and EB Independence is almost constantly bottlenecked. Traffic can back up to the bridge at times, and quite often. Creating two EB lanes through the intersection is good; however, expecting the right lane to stay flow-through beyond the intersection is a joke. It will essentially turn into a really long turn lane for Aldis/Walmart, creating a continued bottleneck in the left/north lane of the EB traffic. This will cause continued frustration as people will take the right lane to get through the light, only to create a bottleneck trying to merge into the left lane after getting through. It's all about beating the light with too many drivers. With the amount of construction that is supposedly coming to the plaza thoroughway (Patel is planning on demolishing the Rhymers building), I don't know why they two EB lanes could not continue through to the plaza in/out. The current bottleneck sticks around until you pass Walmart, and I don't see a two-lane merge alleviating this issue. The pedestrian walk on the bridge's south side is a good idea; however, there is no sidewalk leading to that bridge on either side of the road, so why do this work without a connecting sidewalk? I see many pedestrians coming from and to "Apartment Land," and there is no sidewalk from Gordonville/E Rodney to that bridge. Build that as well or scrap the bridge work. Thanks for your hard work.
20. Traffic needs to have barriers and controlled turns through much of the city and if the proposal is correct it should lessen crashes and traffic violations.
21. I am an Aldi shopper, a few times a week. The concrete slabs are probably one of the worst ideas I have ever seen the city of Cape make. Just being there and observing their big trucks for deliveries will be almost impossible for them to turn in that parking lot.....there is a lot for sale behind Aldi, putting in a road will solve so much of all the congestion on Independence and you don't have to worry about putting a whole bunch of extra work, of you out in a road right behind Aldi.
22. It's already time-consuming enough for those living in North and/or West Cape Girardeau City Limits/County to shop at businesses along East Independence. Reducing the number of entrances and/or making entrances right-in/right-out is going to increase that. As cliché as it may sound, if drivers would pay attention and be patient, the current setup really isn't that bad.

Other Submitted Responses (Online cont.)

23. I work on Broadview and trying to get onto Independence going toward Schnucks, Aldi, etc is an absolute nightmare as well as dangerous. I am very much in favor of a signal or some sort of traffic management system there. Independence is a cluttered nightmare at times, I've nearly been involved in wrecks around Walgreen's on countless occasions, as well as the area around Walmarket and Aldi's. These ideas seem like they would help with the congestion and danger around these areas.
 24. I only strongly disagree with the closing of the entrance near Arby's because I feel it would be well suited for a right in/right out only instead of closing completely. I also feel that this will have the safety of pedestrians and reduce crashes in the area though I don't feel it will help reduce wait time during heavy traffic flow.
 25. I am glad that the city has seen a glaring need in this magnificent town and is working to fix it and still preserve the businesses on the street. I hope the reduced congestion provides more revenue for the city so that we can continue the many improvements we have seen over the last decade. Also, consider a roundabout at Clark street and the Walmart entrance! I think that roundabouts are very effective and people in town have really gotten the hang of them. Thanks for all the time and energy put into improving one of my least favorite stretches in town! Your work is appreciated
 26. Going to ruin businesses
 27. Overall, people need to not be able to turn left out of Aldi. It's too busy and too dangerous. I do think Walmart needs to continue to have 2 entrances because they are always busy and that will help with traffic flow.
 28. Don't block off entrances to aldis. Try to make it better and an easier access in and out for consumers and truck deliveries.
 29. Very dangerous at Walgreens/Kmart entrances with traffic coming from kingshighway and turning left with no left turn lane to wait in for long lines of stop light traffic to clear
 30. I definitely like the idea of a stop light at the Neigherhood Market. Also having multiple lanes would be an added benefit. Last suggestion is to have longer green lights at the intersections especially at Kingshighway.
 31. I work and shop in the area by Aldi. My husband and I have long thought that lights or a round about or something needs to go in there. The traffic is just insane. I really hope these proposed changes can make a difference!
 32. The amount of time the changes will take
 33. The Independence corridor is Not large enough to handle the traffic it sees on a daily basis and this will only worsen as time passes. I'm glad plans are being studied to help alleviate the problem.
 34. Why don't they just add an entrance to Aldi from Kingshighway to help solve the problems because that is where almost all of the tragic is coming from?
 35. Ease of getting into and out of Aldi's and Walgreens
 36. The right in right out at Walgreens needs to be closed because nobody understands its for right turns only. Why create 2 more right in right outs? I think that will make the problem much worse. Also, there is more traffic from Aldi than walmart, seems like this plan is restricting access to Aldi by funneling traffic through Walmart. Create an entrance to Aldi off of kingshighway like what was created at Plaza tire and you might have a solution. The broadview plan is great as this impacts my business.
 37. The concrete barriers are bad ideas. Makes traffic worse and harder to get out of places and is deciding factors if people will go to some businesses due to no left had turns.
 38. I think this proposal will make things significantly worse. Please go back to the drawing board.
 39. Make it easier to get in and out of ALDI.
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Other Submitted Responses (Online cont.)

40. like to see Independence 4 lane from E. Rodney to Westend Blvd.
 41. No
 42. the cost and time to complete project
 43. no traffic lights
 44. concrete medians do not work, cause more accidents
 45. I use this street every day. I'm looking forward to seeing improvements!
 46. Right in/right outs don't work. Just look at the one by Walgreens and Kmart. No one uses it correctly.
 47. All of the very close to light and to one another turns into and out of so many very busy businesses between light and Caruthers.
 48. It's a damn shame 30 or more hours is an option but not considered of those of us who actually work 40 plus and have a full time job and pay the most taxes!
 49. Don't waste money, make it functional and a betterment to traffic
 50. Plans will force drivers who don't obey a double yellow line to do so.
 51. These options penalize retail establishment unfairly compared to street alignment etc with similar retailers and restaurants at other problem intersections and streets
 52. Do not add more circles or impede current access or flow
 53. hard to understand what some of the improvements were.
 54. No
 55. How fast can Cape complete this. Sooner the better.
 56. Looking forward to having traffic lights to control the flow of traffic.
 57. Please don't mess with Muy Bueno's accessibility. Please quit spending taxpayer dollars needlessly. Also, please don't put the new pool at Jefferson School.
 58. I worry about some of the concrete medians causing bottle necking of traffic and causing traffic wait times to be worse not better. But most of these items NEED to happen.
 59. Whatever makes traffic flow smoother.
 60. I am thankful this is being looked into. Getting in and out of these areas is very difficult.
 61. I wish a traffic study would have addressed issues before allowing a multinational corporation come in and affect local businesses. And now the local taxpayers are footing the bill for changes they could negatively impact my local business.
 62. I'm disappointed that taxpayers are footing the bill for poor city planning and approval of business that make traffic worse. No accountability for developers to plan proper entrances for businesses. Walmart should be paying to re-align the entrance and for the light so their customers can enter and exit their business.
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