

**College and 8th Safety Project  
Public Comment Log**

Comment/Question	City Staff Response	Date	Category	Responsible Party
Residents have concerns with safety of crossing E 8th Ave. In particular, his family with their young daughter do not feel safe crossing E 8th Ave from their house.	Thank you for your voicemail regarding your family's safety concerns with crossing E 8th Ave. E 8th Ave and College Dr were identified by the public as a Tier 1, high priority project during the 2016 update to the Multimodal Transportation Plan (View here, page 3-6: <a href="http://www.durangogov.org/DocumentCenter/View/7260">http://www.durangogov.org/DocumentCenter/View/7260</a> ). As such, we have been actively pursuing multimodal design improvements and funding opportunities for both E 8th Ave and College Dr since 2016.  In particular, the Plan calls for a Complete Street along College Dr from E 2nd Ave to E 8th Ave, and along E 8th Ave from 2nd St to College Dr, which will reconfigure travel lanes while adding enhanced bicycle lanes and providing greater space between motor vehicles and pedestrians. In 2016, a traffic study was completed for the roadway. In 2017, the City was awarded a \$866,530 Highway Safety Improvement Program grant for road diet improvements and a \$375,000 FASTER grant for transit stop improvements along these roadways. This includes proposed improved pedestrian crossings with flashing beacons (which type is to be determined) at E 8th Ave and 3rd St, as well as along College Dr.  This project is currently under design consultant evaluation, and we will be completing design and engineering throughout 2018 (with a design end date of July 31, 2019). I will add you to the project email list if you'd like to be notified of upcoming public meetings. We anticipate the first public meeting in spring 2018.			
Thumbs up for Road Diet! I received your letter about the College and 8th Safety Project. Looks wonderful.	Project website: <a href="http://www.durangogov.org/collegeand8th">http://www.durangogov.org/collegeand8th</a>	1/11/2018	Safety	Multimodal, Streets
I live out of town and won't be able to attend the neighborhood meeting. Thank you for your work on this issue.	Thank you for emailing and expressing your positive encouragement for the College and 8th Safety Project. We greatly appreciate your support. I will add your comments to the public comment log for the College and 8th Safety Project and add your contact information to the project email list for future public meeting notifications.	9/11/2018	Road Diet	Multimodal, Streets
I'm writing you about the upcoming 'College and 8th Safety Project'. I received a letter informing me about the meeting last Saturday, or two business days before the meeting. I would have liked to attend the meeting, but I will be out of town that day. In the future, would you please give more notice before meetings? I think two business days notice for a public meeting is unprofessional and sends the message that you don't really want anyone to attend.	Thank you for your email. I apologize that the public notices were not sent out within an appropriate time frame. In the future public notices will be sent out at least two weeks in advance of public meetings.  You can submit your comments directly to me to add to the public comment log for the College and 8th Safety Project. In addition, I will add your contact information to the project email list for future public meeting notifications. We very much look forward to seeing you at the next public meeting, which is anticipated in fall 2019.	9/11/2018	Public Notice	Multimodal, Streets
Resident has concerns with the crossing at E 5th Ave and 5th St, which has many people speed through and he believes needs a 4-way stop sign. In addition, the intersection of E 8th Ave and 4th St is in need of a flashing pedestrian signal as it is highly used by students crossing to go to school. Plus, every intersection along College Dr from E 3rd Ave to E 8th Ave could benefit from enhanced crossings with flashing pedestrian signals.	Thank you for your input. I will record your comments in the College and 8th Safety Project public comment log.	9/10/2018	Safety, Pedestrians	Multimodal, Streets
Business owner expressed the College and 8th Safety Project will be terribly detrimental to his business. He is concerned the project may force him to close his business. He will be present at September 12 public meeting to voice his concerns.	Thank you for your input. I will record your comments in the College and 8th Safety Project public comment log.	9/10/2018	Economy	Multimodal, Streets
Business employees expressed E 8th Ave is greatly in need of safety improvements. From their place of business, they see near misses regularly and have witnessed one bad crash.	Thank you for your input. I will record your comments in the College and 8th Safety Project public comment log.	9/10/2018	Safety	Multimodal, Streets
Business employee shared his support for the idea of a road diet. He'd like to see a flashing pedestrian signal located at the intersection of E 8th Ave and 3rd St. Plus, it'd be desired if the crossing could be illuminated at night by a solar-powered down lit LED street light which is aimed diagonally across the crossing.	Thank you for your input. I will record your comments in the College and 8th Safety Project public comment log.	9/10/2018	Safety, Pedestrians	Multimodal, Streets
Hi! Keep me in the loop! About improvements to our city! Thank you so much!	Thank you for your input. I will add your comments to the public comment log for the College and 8th Safety Project and add your contact information to the project email list for future public meeting notifications.	8/7/2017	Public Notice	Multimodal, Streets
The Horse Gulch Health Campus Board was curious on the status of road changes and time line. Can you give me an update as I have lost track myself?	I hope you are well. We were successful in obtaining more than \$1,000,000 in funding for the 8th and College Road Diet. We have recently released an RFP for design services, we plan to design the project during the last portion of 2017 and the first ¼ of 2018. Jennifer Hill is the City's Staff person managing this project (copied on this email) please include her on future email correspondence. You are one of our key stakeholders in this project and we will reach out to you when we begin design.	11/2/2017	Project Status	Multimodal, Streets
Meeting attendee expressed concern regarding not incorporating the area to the east of the project scope within the project. Specifically heading east up the Goeglein Gulch Rd up to Ted's Rentals.	Staff explained the project scope needs to be defined to a certain area in order to have the project end somewhere. Areas outside of the project scope have been identified as priority projects in the City's Multimodal Transportation Plan. If the project has remaining funds within the City's local match, adding to the project scope can be considered.	9/12/2018	Project Scope	Multimodal, Streets
Meeting attendee expressed concern regarding not incorporating the area to the north of the project scope within the project. Specifically heading north up E 8th Ave towards 8th St.	Staff explained the project scope needs to be defined to a certain area in order to have the project end somewhere. Areas outside of the project scope have been identified as priority projects in the City's Multimodal Transportation Plan. If the project has remaining funds within the City's local match, adding to the project scope can be considered.	9/12/2018	Project Scope	Multimodal, Streets
Meeting attendee asked about conducting a traffic study on E 8th Ave, between College Dr and 8th St, to install a stop sign.	Discussion at September 12, 2018 meeting. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/12/2018	Traffic Study	Multimodal, Streets
Meeting attendee asked about the impact this project will have on traffic on E 8th Ave from College Dr to 8th St.	Discussion at September 12, 2018 meeting. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/12/2018	Traffic Impact	Multimodal, Streets
Meeting attendee had concerns that this project will add additional traffic onto the side streets and that the narrowing of the lanes along College Dr and E 8th Ave would push traffic to the adjacent side streets.	Discussion at September 12, 2018 meeting. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/12/2018	Traffic Impact	Multimodal, Streets
Meeting attendee requested to send bike traffic off of College Dr and instead direct bike traffic onto 7th St.	Discussion at September 12, 2018 meeting. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/12/2018	Bicycle Traffic	Multimodal, Streets
Meeting attendee expressed concern with the number of cyclists on College Dr.	Discussion at September 12, 2018 meeting. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/12/2018	Bicycle Traffic	Multimodal, Streets

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Meeting attendee asked about turning movements within the 800 block of College Dr. She has concerns with turning left out of E 9th Ave onto College Dr and inquired about the capability to merge within the center turn lane within a three lane roadway section.	Project team explained the center turn lane would be able to accommodate merging and then entering the travel lanes along College Dr.	9/12/2018	Turning Movements	Multimodal, Streets
Meeting attendee expressed concern with Goeglein Gulch Rd traffic bypassing the College Dr and E 8th Ave traffic signal by instead speeding down E 9th Ave.	Discussion at September 12, 2018 meeting. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/12/2018	Traffic Impact	Multimodal, Streets
Meeting attendee expressed concern with cyclists not obeying the rules of the road. He believes cyclists should pay bicycle registration fees.	Discussion at September 12, 2018 meeting. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/12/2018	Bicycle Traffic	Multimodal, Streets
Meeting attendee expressed concern with being able to make left turns onto 2nd St from E 8th Ave. He requested the project include a left hand turning lane to turn onto 2nd St from E 8th Ave.	Discussion at September 12, 2018 meeting. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/12/2018	Turning Movements	Multimodal, Streets
Meeting attendee expressed concern with busses stopping the flow of traffic at bus stops.	Discussion at September 12, 2018 meeting. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/12/2018	Transit	Multimodal, Streets
Meeting attendee asked if converting to a three lane roadway section, instead of a four lane section, is a foregone conclusion.	Staff explained that in order to increase safety and accessibility along the corridor, while providing the highest level of accommodation for all users of the corridor (pedestrians, bicyclists, transit riders and drivers), a three lane roadway section is the primary design consideration. In addition, the grant funds secured for the Highway Safety Improvement Program grant provide for a three lane reconfiguration as it will increase safety and reduce traffic crashes. The elements of the design which can be influenced by public input include the intersection details, including bumpout locations and design, the location and design of the Rectangular Rapid Flashing pedestrians beacons, and sidewalk improvements throughout the project scope. According to the Federal Highway Administration (FHWA), road diets typically reduce collisions by 19 to 47 percent. For roads with appropriate traffic volumes, there is strong research support for achieving safety benefits through converting four-lane undivided roads to three-lane cross sections with TWLTLs. Read more at <a href="http://www.durangogov.org/collegeand8th">www.durangogov.org/collegeand8th</a> .	9/12/2018	Road Diet	Multimodal, Streets
Meeting attendee expressed concerns with pedestrians crossing at the College Dr and E 8th Ave traffic signal. She feels crossing at the signal is unsafe as many cars do not see you, even with a stroller.	Project team explained a new traffic signal at College and 8th with a bumpout ramp design, which will shorten the crossing distance, will help make it safer to cross as this intersection as a pedestrian.	9/12/2018	Pedestrian Safety,	Multimodal, Streets
Meeting attendee requested a leading pedestrian crossing at College and 8th Ave.	Project team explained this is an element that can be considered within the design.	9/12/2018	Pedestrians	Multimodal, Streets
Meeting attendee commented the pedestrian crossing at College and 8th is dangerous.	Project team explained a new traffic signal at College and 8th with a bumpout ramp design, which will shorten the crossing distance, will help make it safer to cross as this intersection as a pedestrian.	9/12/2018	Safety, Pedestrians	Multimodal, Streets
Meeting attendee expressed they like the road diet that is currently installed along College Dr from Camino del Rio to E 3rd Ave.	Thank you for your support.	9/12/2018	Road Diet	Multimodal, Streets
Meeting attendee commented that turning north onto College Dr from E 3rd Ave is problematic as it send the bike lane through the turn.	Discussion at September 12, 2018 meeting. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/12/2018	Turning Movements	Multimodal, Streets
Meeting attendee asked about conducting traffic studies on the side streets adjacent to College Dr and E 8th Ave. Attendee has concerns that people will take traffic to the side streets.	Discussion at September 12, 2018 meeting. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/12/2018	Traffic Study	Multimodal, Streets
Meeting attendee who is a cyclist doesn't like riding along congested streets.	Discussion at September 12, 2018 meeting.	9/12/2018	Bicycle Traffic	Multimodal, Streets
Meeting attendee asked who is paying for the local portion of this project. He is concerned that local users are not being consider.	Staff explained the local portion of the funding comes from 2015 Half Cent Sales and Use Tax Funds, and those tax dollars come from sales taxes, which we all pay.	9/12/2018	Funding	Multimodal, Streets
Meeting attendee prefers a multiuse path to be built along the extent of the project, to connect to the Goeglein Gulch Trail.	Discussion at September 12, 2018 meeting. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/12/2018	Multiuse Path	Multimodal, Streets
Meeting attendee has concern with snow removal along a three lane roadway and asked where it will go.	Staff explained College Dr and E 8th Ave are roadways that are cleared first during a snowstorm.	9/12/2018	Maintenance	Multimodal, Streets
Meeting attendee expressed that desire to have a road diet pilot project, where construction cones are set to show where the travel lanes would be to test how it will perform.	Discussion at September 12, 2018 meeting. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/12/2018	Road Diet	Multimodal, Streets
Meeting attendee expressed concerns that the side streets will not be safe anymore.	Discussion at September 12, 2018 meeting. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/12/2018	Traffic Impact	Multimodal, Streets
Meeting attendee expressed that they are supportive of the proposed traffic calming techniques.	Thank you for your support.	9/12/2018	Road Diet	Multimodal, Streets
Meeting attendee asked where public comments will go.	Staff explained all public comments can be given to Jennifer Hill, <a href="mailto:jennifer.hill@durangogov.org">jennifer.hill@durangogov.org</a> or 970-375-4955. Then, the public comments are compiled and recorded in this public comment log.	9/12/2018	Public Notice	Multimodal, Streets
Meeting attendee asked if the speed limit will be reduced.	Project team explained that no, the speed limit will not be reduced. A lane reconfiguration will slow down traffic to the posted speed limit.	9/12/2018	Safety, Traffic Impact	Multimodal, Streets
Meeting attendee who is a business owner, cyclist and driver in the project corridor wants to send cyclists to ride on the side streets.	Discussion at September 12, 2018 meeting. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/12/2018	Bicycle Traffic	Multimodal, Streets
Meeting attendee requested literature with further education on the benefits of a road diet.	Project team will be adding additional literature and information to the project webpage at <a href="http://www.durangogov.org/collegeand8th">www.durangogov.org/collegeand8th</a> .	9/12/2018	Education	Multimodal, Streets
Meeting attendee expressed concern about pedestrian signals (RRFBs) with young children and students as they are so small drivers still may not be able to see them.	Discussion at September 12, 2018 meeting. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/12/2018	Safety, Pedestrians	Multimodal, Streets

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Meeting attendee would like to see full traffic signals installed along College Dr, in addition to the E 6th Ave traffic signal, to make it safer for Park Elementary School students to cross.	Discussion at September 12, 2018 meeting. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/12/2018	Safety, Pedestrians	Multimodal, Streets
Meeting attendee asked about studies regarding driving behaviors around college campuses. Meeting attendee has concerns with Fort Lewis College students driving unsafely.	Discussion at September 12, 2018 meeting. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/12/2018	Safety, Traffic Impact	Multimodal, Streets
Meeting attendee questioned how bike lanes would navigate around bulbout treatments. Meeting attendee asked about the legality of changing lanes at College Dr and E 3rd Ave.	Project team explained the bike lane is striped to be closer to the bulbout in these locations. A good example to see how this works is the College Dr and E 2nd Ave intersection.	9/12/2018	Safety, Bicycle Traffic	Multimodal, Streets
With the lane reconfiguration striped in May, the three lane section ends at E 3rd Ave and then becomes a four lane section heading east towards E 4th Ave. Attendee asked if drivers are supposed to merge into the right or left lane of traffic.	Project team explained that since the lanes change directly at the intersection, drivers can choose to move over to the right or left lane of traffic to drive, but it is recommended to move over to the right lane.	9/12/2018	Safety, Traffic Impact	Multimodal, Streets
Meeting attendee asked to extend the project to E 9th Ave, or work within the City right-of-way along College Dr at E 9th Ave, to accommodate for signage.	Staff stated signage for E 9th Ave will be installed.	9/12/2018	Maintenance	Multimodal, Streets
Meeting attendee expressed concern for wheelchair users using Goeglein Gulch Trail to come south down the hill from Valle de Merced apartments. When the Goeglein Gulch Trail ends east of E 9th Ave, the wheelchair users are forced to go into College Dr.	Discussion at September 12, 2018 meeting. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/12/2018	Accessibility	Multimodal, Streets
Cars and bikes on the same road lead to accidents. The more mixing the worse it will be.	Thank you for your comments. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/12/2018	Safety, Traffic Impact	Multimodal, Streets
Durango enjoys a large number of back streets with little car traffic. If bicyclists were given designated corridors on these streets and funneled into these corridors, we would have fewer conflicts, and fewer injuries. Such a corridor could also be arranged that would deposit bikers somewhere other than Highway 3 and the Walmart intersection.	Thank you for your comments. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/12/2018	Safety, Bicycle Traffic	Multimodal, Streets
Meeting attendee requested a snow route along Goeglein Gulch Rd south from Ted's Rentals to E 9th Ave.	Discussion at September 12, 2018 meeting. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/12/2018	Maintenance	Multimodal, Streets
Meeting attendee expressed concern with vehicles parking in the bike lanes. Regardless of this project, deterring drivers from utilizing 2nd St, 5th Ave, 4th Ave as short cuts would be beneficial. I believe speed limits in the entire grid should be 15 MPH. Additional stop signs to discourage short cuts through the neighborhood would be a great addition to this plan. I am afraid this project will push drivers into the side streets. I do believe the plan helps overall safety.	Discussion at September 12, 2018 meeting. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/12/2018	Parking, Maintenance	Multimodal, Streets
I am all for three lanes, anything to reduce the speed. A pedestrian crossing on 8th Ave would be awesome! At 3rd or 4th St. We would take anything. As issue that would be better with three lanes is the left hand turn from E 3rd Ave onto College Dr. Thank you!	Thank you for your comments. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/12/2018	Safety, Pedestrians	Multimodal, Streets
I came with an open mind, but it seems this decision to reduce to three lanes had already been made. I am still dead set against this project. Waste of time...	Thank you for your comments. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/12/2018	Road Diet	Multimodal, Streets
I am fully supportive of the College and 8th Safety Project. I think enhanced pedestrian crossings are needed to increase kids safety crossing E 8th Ave and for school buses and transfer buses. Along College Dr, many parents ride bikes with their kids to school. I'd like to see an RRFB considered.	Thank you for your comments. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/11/2018	Safety, Pedestrians	Multimodal, Streets
Meeting attendee requested no "hot-flash" pedestrian crossing on College Dr between E 3rd Ave and E 8th Ave. They eat too much time which will slow traffic and cause congestion.	Thank you for your comments. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/12/2018	Safety, Pedestrians	Multimodal, Streets
Meeting attendee commented bicyclists are regularly running stop signs and red lights. Police need to enforce bicyclists more at stop signs and red lights.	Thank you for your comments. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/12/2018	Bicycle Traffic, Enforcement	Multimodal, Streets
Meeting attendee commented E 5th St is not contiguous due to Park Elementary School. But 7th St has only 1 stop sign between 8th Ave and 3rd Ave, so if a new College Dr get congested, all the traffic will go to 7th St.	Thank you for your comments. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/12/2018	Traffic Impact	Multimodal, Streets
Meeting attendee commented that the project area is not broken. Don't fix it!	Thank you for your comments. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/12/2018	Road Diet	Multimodal, Streets
Meeting attendee requested diagonal parking in front of 799 E 3rd Ave.	Thank you for your comments. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/12/2018	Parking, Maintenance	Multimodal, Streets
Meeting attendee requested construction does not happen all at once.	Thank you for your comments. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/12/2018	Construction	Multimodal, Streets
Meeting attendee commented that on College Dr and E 4th Ave (1) make car traffic aware of pedestrians crossing in crosswalks, (2) no cars stop when I want to cross at College Dr and E 4th Ave, and (3) trees in boulevard at Exxon block the view.	Thank you for your comments. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/12/2018	Safety, Pedestrians, Maintenance	Multimodal, Streets

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Meeting attendee commented that police need to be present and give tickets regularly. I seldom see cops on College Dr, E 3rd Ave or Florida Rd.	Thank you for your comments. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/12/2018	Enforcement	Multimodal, Streets
Meeting attendee expressed a safety concern with cars backing out from Durango Joe's.	Thank you for your comments. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/12/2018	Safety	Multimodal, Streets
Durango has doubled in size, and by using traffic calming after 30 years, which was first initiated by Councilor Lynn Shine over 30 years ago, it will create gridlock. By what the City is doing, it is discouraging car traffic. Providing alternative forms of transportation is wonderful, however, the narrowed travel lanes make the roadways slower and unsafe.	Thank you for your comments. During the design process, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to make the roadway safer for all road users.	9/14/2018	Safety, Traffic Impact	Multimodal, Streets
I was unable to attend the meeting regarding this project last week. My family and I live at 538 E. 7th Street and have concerns about traffic getting pushed to our street. I have read the comments from the folks that were there and feel most of them are right on. I am in favor of calming the traffic on College and 8th but I fear that motorists will just come over to 7th Street which is already very congested. There is only 1 stop sign (5th and 7th) on 7th Street as well so it is heavily traveled at high speeds. Thank you for your consideration.	Thank you very much for submitting your comments. I will add your comments to the public comment log and re-upload the log online. In regards to your concerns about traffic getting pushed to your street, we are researching the effects of road diets on adjacent neighborhood streets, and also have not seen negative impacts on side streets in similar projects such as North Main Ave and 32nd Street, etc. In addition, I will add your contact information to the project email list for future public meeting notifications. We very much look forward to seeing you at the next public meeting.	9/17/2018	Safety, Traffic Impact	Multimodal, Streets
	Thank you very much for submitting your comments. I will add your comments to the public comment log and re-upload the log online.			
I have been a commercial property owner, business owner, driver and cyclist in this area for about 15 years. I attended the public meeting on the 12th, I have the read the city's rational for this and the posted public comments. Please add my comments.	In response to each of your comments: 1. Including the area east of E 8th Ave, west up Goeglein Gulch Rd, towards Ted's Rentals: If funding and the budget allows, the City will consider extending the project area to include this roadway section. 2. Similar to #1, extending the project area north up E 8th Ave: If funding and the budget allows, the City will consider extending the project area to include this roadway section. 3. 4. 5. The Multimodal Transportation Plan's goal is to provide facilities for all roadway users, including different types of bicyclists. The fraction of bicyclists that use bike lanes along College Dr and E 8th Ave is likely similar to national data on the different types of bicyclists (see attached excerpt from the Multimodal Transportation Plan). There are four recognized groups for categorizing bicyclists into bike facilities: strong and fearless (1-3%); enthused and confident (5-10%); interested but concerned (50-60%); and no way, no how (30%). For bike lanes similar to those that will be applied along College Dr and E 8th Ave, people using these bike facilities will likely fit into the "strong and fearless" and "enthused and confident" groups – comprising 6-13% of roadway users. Bike facilities are also planned for the side streets adjacent to College Dr and E 8th Ave, including 3rd St, 5th St, 7th St, 8th St, 4th Ave and 6th Ave (see map of proposed facilities on page 3-11 here: <a href="http://www.durangogov.org/DocumentCenter/View/7260">http://www.durangogov.org/DocumentCenter/View/7260</a> ). 6. The width of the roadway along 3rd St in front of your building at 799 E 3rd St is approximately 51 feet, which is too narrow for angled parking spaces. Angled parking space dimensions are 8.5 ft. stall width x 18.5 ft. stall length., as per The City's Land Use and Development Code Section 4-5-3-1. To allow angled parking spaces, the roadway needs a minimum of 20 feet in between parking stalls for two-way roads, which requires a minimum 57 feet of roadway. The City's Land Use and Development Code Section 4-5-3-1 requires that Parking spaces shall have the following minimum driving aisle widths: Two-Way Driving Aisle Width 19 ft. 20 ft. 21 ft. 23 ft. 24 ft. 7. As mentioned at the public meeting on September 12, national data shows that for roads with appropriate traffic volumes (like College Dr and E 8th Ave), there is strong research support for achieving safety benefits through converting four-lane undivided roads to three-lane cross sections with Two-Way Left-Turn Lanes (TWLTLs), while maintaining traffic flow, level of service (LOS) and efficiency. You can read more here on pages 16-17: <a href="https://safety.fhwa.dot.gov/road_diets/guidance/info_guide/rdig.pdf">https://safety.fhwa.dot.gov/road_diets/guidance/info_guide/rdig.pdf</a> . Lane reconfigurations for other City streets with appropriate traffic volumes will continue to be explored in the future.			
I agree that this corridor can be improved and suggest the following: 1. An audience member commented College (Goeglein) east of 8th Ave by the old Boker Lumber is just dangerous in icy conditions. It is and this area should be included. 2. Another audience member pointed out there is no curb, gutter or sidewalk on 8th Ave north of College and these safety improvements should be included. 3. Adding crosswalks or crossing lights where needed is a good idea. 4. Adding ADA ramps, etc. is fine. 5. I bike about 50 miles a week, often in this area. Biking is a seasonal activity and wider bike lanes here make no sense. Move the bike lanes to a side street where the cyclist will be safer. 6. The Horse Gulch medical buildings greatly impacted the parking in front of my building at 799 E. 3rd St and the adjacent neighborhood. HG employees park on 3rd St. when there is ample parking on the HG site and I get the complaints from my tenants and their customers. If the city will change the parking here from parallel to diagonal more spaces will be created for only the cost of traffic paint. Also, encouraging HG employees to park on site will reduce the number of pedestrians crossing 8th Ave. 7. I strongly disagree that traffic needs calming and reducing traffic lanes will improve flow. Putting an increasing volume of vehicles in fewer lanes just doesn't make sense. If the traffic needs calming then the DPD should step up enforcement. If lane reducing lanes is such a good idea what city streets will be next?	In addition, I will add your contact information to the project email list for future public meeting notifications. We very much look forward to seeing you at the next public meeting or we can setup an in person meeting to discuss further.	9/19/2018	Safety, Traffic Impact, Road Diet	Multimodal, Streets

**College and 8th Safety Project  
Public Comment Log**

Comment/Question	City Staff Response	Date	Category	Responsible Party
<p>I'm happy to hear that improvements will be made to College Drive and the E. 8th Ave. corridor. I have lived at 755 E. 8th Ave. for many years and I'm sure you are well aware of how DANGEROUS the section between 7th and 8th Streets is. It is way too narrow, the sidewalk situation is terrible and cars drive WAY too fast up and down the street. I've seen so many crashes over the years and we've had guest's mirrors knocked off by passing cars. Several years ago, as I was sweeping my front porch, a car careened off the road, thru my fence and into my yard. One girl came flying down and was on her phone, sideswiped a car and flipped it onto the roof. In the winter its even worse. I can't tell you how many times I've seen people coming down fast while looking down at their phones. IT IS ONLY A MATTER OF TIME BEFORE SOME GETS KILLED IN AN ACCIDENT.</p> <p>Can you tell me what studies the city has done on this forgotten section of 8th Ave. and if the city has any plans to improve safety, perhaps make it one way traffic, or install sidewalks?</p> <p>Thank you!</p>	<p>Thank you very much for submitting your comments. I will add your comments to the public comment log and re-upload the log online.</p> <p>Improving the roadway north up E 8th Ave towards the front hill has been voiced by several community members. As such, a traffic study from Engineering is being requested for E 8th Ave from College Dr to 8th St. In addition, a traffic speed counter is being requested to be placed by the Police Department to capture speed data. Both of these data tools will be used to determine if immediate improvements are needed. If funding and the budget allows, the City will consider extending the project area for the College and 8th Safety Project to include this roadway section, as it has been identified as high priority, Tier 1 in the City's Multimodal Transportation Plan on page 3-5 to 3-7 here: <a href="http://www.durangogov.org/DocumentCenter/View/7260">http://www.durangogov.org/DocumentCenter/View/7260</a>.</p> <p>In addition, I will add your contact information to the project email list for future public meeting notifications. We very much look forward to seeing you at the next public meeting.</p>	9/20/2018	Safety	Multimodal, Streets
<p>(1) Resident agrees with many meeting attendees who voiced concern about spillover traffic onto side streets, and that a 3-lane section would not accommodate traffic as efficiently. (2) Resident is concerned with the bumpout design in regards to cyclists. Particularly, that cyclists will not slow down when approaching bumpouts and if they are going 25 MPH into a shared lane with vehicle traffic, that it will not be a safe scenario.</p>	<p>Thank you very much for submitting your comments. I will add your comments to the public comment log and re-upload the log online. In addition, I will add your contact information to the project email list for future public meeting notifications. We very much look forward to seeing you at the next public meeting.</p>	10/3/2018	Safety, Traffic Impact	Multimodal, Streets
<p>Residents (four neighbors) along E 8th Ave between College Dr and 8th St are concerned that this adjacent connector is not included in the College and 8th Project scope. The residents expressed concern with (1) the lack of a safe crossing at College and 8th, especially for small children, (2) speeding traffic coming down from the college front hill, (3) the lack of sidewalks along this stretch, (4) the lack of a 25 MPH speed limit sign going north up E 8th Ave towards 8th St, and (5) the lack of any other signage to get traffic to slow down in this stretch. They requested a traffic study for E 8th Ave from College Dr to 8th St, a traffic speed counter to capture speed data and to be informed of future public meetings.</p>	<p>Thank you, again, for meeting with us in-person on Tuesday, October 9 to discuss your concerns with the College and 8th Safety Project. As relayed during the meeting, improving the roadway north up E 8th Ave towards the front hill has been voiced by several community members, including yourselves. As such, a traffic study from Engineering has been requested for E 8th Ave from College Dr to 8th St and the results of the traffic study are expected by this Friday, November 9. In addition, a traffic speed counter has been requested to be placed by the Police Department to capture speed data. Both of these data tools will be used to determine if immediate improvements are needed.</p> <p>If funding and the budget allows, the City will consider extending the project area for the College and 8th Safety Project to include this roadway section, as it has been identified as high priority, Tier 1 in the City's Multimodal Transportation Plan on page 3-5 to 3-7 here: <a href="http://www.durangogov.org/DocumentCenter/View/7260">http://www.durangogov.org/DocumentCenter/View/7260</a>. I have recorded the feedback you provided during our meeting, which can be viewed here. Also, I have collected additional information to share with you from other communities with successful road diet examples.</p> <ol style="list-style-type: none"> <li>1. West Mulberry Street Improvements and Pilot Project in Fort Collins, Colorado. The Mulberry St project was implemented in summer 2018. Since that time, preliminary travel times have been collected (attached) that demonstrate travel times on Mulberry from College to Shields are about the same or even reduced 10-15 seconds during peak traffic. The worst case for traffic in the study shows travel times increasing 20-25 seconds during the peak traffic.</li> <li>2. West 38th Avenue Lane Reconfiguration in Westminster, Colorado. The City collected data for a variety of metrics, including traffic counts, speeds, new businesses, sales tax, and bicycle/pedestrian counts to assess the 3-lane section. Collection of the data continued from 2012 to 2016 until the metrics stabilized. The project remains in place today.</li> <li>3. Division Avenue Road Diet in Grand Rapids, Michigan. The results include decreased vehicle speeds (-1 to -4 mph), decreased traffic volumes (-18% to -29% north of Wealthy Street) and increased parking. After the Division Avenue Road Diet installation, the City of Grand Rapids reported that businesses along the corridor are generally happy with the project because of the perceived improvement in the quality of life attributes and livability of the community.</li> </ol> <p>The College and 8th Safety Project is nearing the 30% design level, which will be ready to review in 2019, and the next public meeting will likely be in spring 2019. We did not move forward with planning the November 1 public meeting, as it is preferred the project design is at the 30% design level before a 2nd public meeting. Construction is anticipated in 2021. View detailed project information here: <a href="http://www.durangogov.org/collegeand8th">www.durangogov.org/collegeand8th</a>.</p> <p>I have added your contact information to the project email list for future public meeting notifications. We very much look forward to seeing you at the next public meeting.</p>	9/18/2018	Safety, Traffic Impact	Multimodal, Streets

**College and 8th Safety Project  
Public Comment Log**

Comment/Question	City Staff Response	Date	Category	Responsible Party
Business owner is concerned that the road diet will create additional traffic congestion and push traffic to the side streets. He does not believe a reduction in travel lanes can maintain the current traffic flow through the corridor. His business on College Dr is dependent on vehicle traffic. He'd like to see information on successful road diet examples and be informed of future public meetings.	<p>Thank you, again, for meeting with us in-person on Friday, October 5 to discuss your concerns with the College and 8th Safety Project. As mentioned in our meeting, I have collected additional information to share with you from other communities with successful road diet examples. I have recorded the feedback you provided during our meeting, which can be viewed here.</p> <p>1. West Mulberry Street Improvements and Pilot Project in Fort Collins, Colorado. The Mulberry St project was implemented in summer 2018. Since that time, preliminary travel times have been collected (attached) that demonstrate travel times on Mulberry from College to Shields are about the same or even reduced 10-15 seconds during peak traffic. The worst case for traffic in the study shows travel times increasing 20-25 seconds during the peak traffic.</p> <p>2. I did not find a successful road diet example in Boulder, Colorado, however, there is a good example in Westminster: West 38th Avenue Lane Reconfiguration in Westminster, Colorado. The City collected data for a variety of metrics, including traffic counts, speeds, new businesses, sales tax, and bicycle/pedestrian counts to assess the 3-lane section. Collection of the data continued from 2012 to 2016 until the metrics stabilized. The project remains in place today.</p> <p>3. Division Avenue Road Diet in Grand Rapids, Michigan. The results include decreased vehicle speeds (-1 to -4 mph), decreased traffic volumes (-18% to -29% north of Wealthy Street) and increased parking. After the Division Avenue Road Diet installation, the City of Grand Rapids reported that businesses along the corridor are generally happy with the project because of the perceived improvement in the quality of life attributes and livability of the community.</p> <p>The College and 8th Safety Project is nearing the 30% design level, which will be ready to review in 2019, and the next public meeting will likely be in spring 2019. We did not move forward with planning the November 1 public meeting, as it is preferred the project design is at the 30% design level before a 2nd public meeting. Construction is anticipated in 2021. View detailed project information here: <a href="http://www.durangogov.org/collegeand8th">www.durangogov.org/collegeand8th</a>.</p>	10/5/2018	Traffic Impact	Multimodal, Streets
Business owners are concerned with (1) traffic impact on business with reduced travel lanes, (2) access to College Dr and E 8th Ave from their business, (3) financial impact on their business, and (4) higher fees for businesses than others in the corridor. They are concerned the road diet will limit existing customers coming to their business because they will want to avoid College and 8th due to traffic congestion. Also, they feel the project will negatively impact existing businesses more than residences. They'd like to see information on successful road diet examples and be informed of future public meetings.	<p>Thank you, again, for meeting with us in-person on Monday, October 8 to discuss your concerns with the College and 8th Safety Project. As mentioned in our meeting, I have collected additional information to share with you from other communities with successful road diet examples. I have recorded the feedback you provided during our meeting, which can be viewed here.</p> <p>1. West Mulberry Street Improvements and Pilot Project in Fort Collins, Colorado. The Mulberry St project was implemented in summer 2018. Since that time, preliminary travel times have been collected (attached) that demonstrate travel times on Mulberry from College to Shields are about the same or even reduced 10-15 seconds during peak traffic. The worst case for traffic in the study shows travel times increasing 20-25 seconds during the peak traffic.</p> <p>2. West 38th Avenue Lane Reconfiguration in Westminster, Colorado. The City collected data for a variety of metrics, including traffic counts, speeds, new businesses, sales tax, and bicycle/pedestrian counts to assess the 3-lane section. Collection of the data continued from 2012 to 2016 until the metrics stabilized. The project remains in place today.</p> <p>3. Division Avenue Road Diet in Grand Rapids, Michigan. The results include decreased vehicle speeds (-1 to -4 mph), decreased traffic volumes (-18% to -29% north of Wealthy Street) and increased parking. After the Division Avenue Road Diet installation, the City of Grand Rapids reported that businesses along the corridor are generally happy with the project because of the perceived improvement in the quality of life attributes and livability of the community.</p> <p>The College and 8th Safety Project is nearing the 30% design level, which will be ready to review in 2019, and the next public meeting will likely be in spring 2019. We did not move forward with planning the November 1 public meeting, as it is preferred the project design is at the 30% design level before a 2nd public meeting. Construction is anticipated in 2021. View detailed project information here: <a href="http://www.durangogov.org/collegeand8th">www.durangogov.org/collegeand8th</a>.</p> <p>I have added your contact information to the project email list for future public meeting notifications. We very much look forward to seeing you at the next public meeting.</p>	10/8/2018	Safety, Traffic Impact	Multimodal, Streets
Business owner is concerned the construction for the College and 8th Safety Project will be terribly detrimental to his business. He is concerned the project may force him to close his business. He wants to ensure the construction is phased in way that has as little impact on traffic as possible. His business is reliant on car traffic to/from work stopping at his place of business. He would like to see draft traffic control and construction phasing plans when they are available and be informed of future public meetings.	<p>Thank you, again, for meeting with us in-person on Tuesday, October 9 to discuss your concerns with the College and 8th Safety Project. As relayed during the meeting, the draft traffic control plan and construction phasing will be provided to you as early as possible. I have recorded the feedback you provided during our meeting, which can be viewed here. I have collected additional information to share with you from other communities with successful road diet examples.</p> <p>1. West Mulberry Street Improvements and Pilot Project in Fort Collins, Colorado. The Mulberry St project was implemented in summer 2018. Since that time, preliminary travel times have been collected (attached) that demonstrate travel times on Mulberry from College to Shields are about the same or even reduced 10-15 seconds during peak traffic. The worst case for traffic in the study shows travel times increasing 20-25 seconds during the peak traffic.</p> <p>2. West 38th Avenue Lane Reconfiguration in Westminster, Colorado. The City collected data for a variety of metrics, including traffic counts, speeds, new businesses, sales tax, and bicycle/pedestrian counts to assess the 3-lane section. Collection of the data continued from 2012 to 2016 until the metrics stabilized. The project remains in place today.</p> <p>3. Division Avenue Road Diet in Grand Rapids, Michigan. The results include decreased vehicle speeds (-1 to -4 mph), decreased traffic volumes (-18% to -29% north of Wealthy Street) and increased parking. After the Division Avenue Road Diet installation, the City of Grand Rapids reported that businesses along the corridor are generally happy with the project because of the perceived improvement in the quality of life attributes and livability of the community.</p> <p>The College and 8th Safety Project is nearing the 30% design level, which will be ready to review in 2019, and the next public meeting will likely be in spring 2019. We did not move forward with planning the November 1 public meeting, as it is preferred the project design is at the 30% design level before a 2nd public meeting. Construction is anticipated in 2021. View detailed project information here: <a href="http://www.durangogov.org/collegeand8th">www.durangogov.org/collegeand8th</a>.</p> <p>I have added your contact information to the project email list for future public meeting notifications. We very much look forward to seeing you at the next public meeting.</p>	10/9/2018	Construction, Traffic Impact	Multimodal, Streets