

Comment	Response	Topic
It is my understanding that adjustments were made to the project's design according to input throughout the process. Mr. Viner has raised safety and City liability concerns. Does the project team -- staff and engineers -- have the same concerns?	The project was designed in accordance with AASHTO and current bicycle/pedestrian design criteria. The design provides for enough recovery space and a separation of pedestrians and vehicles is not warranted according to the guidelines. Gregg Boysen, City engineer - the accident history of Roosa does not indicate that accidents are a large concern	Safety
I have a concern about cars speeding so close to pedestrians.	Traffic calming measures that are included in the design will slow traffic.	Traffic calming
What elements are going to be different that will slow traffic?	10' wide shared-use path, 11' travel lanes	Traffic calming
Does this design make it worse for bicycles? Bikes can't get by someone in a stroller on the sidewalk.	The 10' shared-use path is adequate space to pass other users.	Bike Safety
People won't be able to stop on El Paso if it is icy.	The design incorporates space for slow stops.	Weather
Florida is a busier street than Roosa and the bike path works fine.	Yes, the shared-use path has adequate space for multiple users	Bike
What if there are icy conditions on Avenida del Sol?	A landing zone is incorporated into the design.	Weather
I see sharrows on the design. Are you expecting to direct bikes to the road?	Yes, bikes will be encouraged to share the road, particularly in the downhill, southbound lane.	Bike Safety
Pedestrian safety is important. This is a solid project for pedestrian traffic, Animas High School traffic.	Yes, this project creates safe connectivity for pedestrians. The Animas River Trail is a beautiful and useful amenity for pedestrians and cyclists.	Safety
The expense of \$2 million is not justified because of the proximity to the Animas River Trail. 10 to 1 people will choose to use the ART.	Unfortunately, the ART does not address the concerns at the intersections of El Paso Street and Avenida del Sol, nor does it address the required ADA-compliant connectivity for the pedestrians and cyclists that are traveling between the West side neighborhoods, the Tech Center, and downtown.	Cost
Have there been accidents to justify the project and safety concern?	It is a matter of time, and that is what this project is trying to prevent.	Safety
Roosa poses a clear and present danger. I call it the gauntlet because of the congestion.	Yes, this project is intended to address pedestrian safety concerns. Pavement markings don't always work in snow, rain, etc. This project addresses pedestrian safety within the constraints provided.	Safety
Why not just add a crosswalk at Avenida del Sol to capture the pedestrian traffic to Manna?	The project is designed within AASHTO sight distance guidelines. The proposed location of the crosswalk is the best location based on other constraints	Pedestrian
It is hard to see cars on the NW corner of Avenida del Sol, where the crosswalk is proposed.	The construction access will not be permanent or incorporated into design.	Visibility
There are 40 units being built at the social services campus. Can the construction road be turned into an emergency road to flow traffic?		Traffic
From a bike advocacy perspective and a bike/ped point of view, this project benefits cyclists and pedestrians. The ART isn't sufficient for peak times.		Bike/ped safety
Is liability shared between City and CDOT?	No. CDOT Engineers are comfortable with the project.	Liability
Can we consider adding stop signs to Roosa?	Staff can order a traffic study that will determine whether that is a proper treatment or not	Traffic calming
Why was the crosswalk removed from Avenida del Sol in a recent repavement?	Staff can look into why that decision was made.	Pedestrian crossing
At El Paso and Roosa, motorists need the wide turn to remain as it is if it is icy out.	The design incorporates space for slow stops.	Weather
Can we look at the safety of the skatepark sidewalk?	Yes.	Pedestrian safety

The Animas Crossing Homeowners Association strongly opposes the proposed sidewalk reconfiguration in the parking lot at the base of El Paso Avenue as it approaches the driveways to our condos. This change will invite all bikers traveling toward 3rd Avenue, coming from the Animas River Trail or from Roosa Avenue, to use the sidewalk in front of our driveway and then exit to the street.

This will dramatically add to the existing safety problem of speeding bikers on the sidewalk darting in front of our driveway, and in many cases then turning to go up W Third Ave. In the last year alone a vehicle collision sent a biker to the ER, and there were at least four near misses of speeding bikers almost hitting pedestrians. This safety problem has been well known for years by condo owners. When entering or exiting our parking lot, our condo visitors are surprised by bikers' actions. Last year's injury collision was caused by a biker surprising the US Mail truck driver as he was entering our driveway, and the biker hit the mail truck head on.

The proposed new configuration will greatly exacerbate the existing safety issues by directing bike traffic onto the sidewalk in front of the Animas Crossing condos. — Homeowners Board member

Please know that we have received your comments. Thank you for taking the time to send your feedback.

Safety

Part 1 of 2

I attended the meeting last Wednesday on Roosa Avenue; and, as a cyclist and a resident of Animas Crossings I have a number of concerns about the project:

- 1) To my knowledge there never was a public meeting for comments before this meeting. Given that significant time and money has already been spent on this project over several years it is incomprehensible to me that public comments were not solicited previously.
- 2) We already have the river trail where people can walk and ride bikes. Why do we need another pedestrian walkway and cycle route? A comment was made that the river trail in this area is inadequate to handle the expected needs in the coming years. Why can't we just widen the existing trail?
- 3) I sometimes ride my bicycle on the river trail and sometimes on the street. When I am on the river trail, if there is congestion ahead of me or a person (often a child) or a dog suddenly darts onto the trail I safely swerve around on the grass. When I am riding in the bike lane along the street, I have plenty of room to move over if a car swerves too close to me. With the proposed bike lane along the northbound side of the road and the new sidewalk any of this will be dangerous. If I am on the sidewalk and something darts out in front of me I would either swerve off to the road side and fall over the curb or swerve off to the other side which no longer has a guardrail and fall down the hill. If I am in the bike lane on the road I have to swerve to the sidewalk side and fall as I hit the rise of the sidewalk.
- 4) The proposed El Paso St. intersection will be extremely dangerous in the winter. Currently, during and after snowstorms the residents here at Animas Crossings watch the drivers coming down the hill and sliding all around when they reach Roosa Ave. With the current curvature of the intersection they at least have a possibility of a sliding turn. With the proposed "squaring off" of the intersection these cars will come down the street and just continue into the parking lot opposite the intersection.
- 5) The proposed changes at the Avenida del Sol intersection will cause more accidents for cyclists and motorists. For motorists or cyclists coming down Avenida del Sol currently it is very difficult to see vehicles or cyclists travelling south on Roosa Ave.; the cliffs along the road block the view and travelers must pull out a significant distance onto Roosa Ave. in order to see oncoming traffic. With the proposed removal of the bike lane on the southbound side of Roosa and moving the travel lane closer to the cliffs this blind intersection will become even more dangerous.

Part 1 of 2

Thank you for submitting your concerns regarding the Roosa Avenue Connect Project. These comments will be placed in the project file and added to our ongoing public comment log. Additionally, I have added your contact information to our list of project stakeholders for all future correspondence regarding the project. We appreciate your interest and involvement. Please see responses to your comments below in green. Intersections and sidewalks along Roosa Avenue were identified for accessibility improvements throughout the public comment process of the 2012 Multimodal Transportation Master Plan, which included over 75 public meetings. This project was again discussed in public meetings in the 2016 update of the Multimodal Transportation Plan. In addition to this robust public process, the Multimodal Division reached out to stakeholders of the project in the early stages of design and held stakeholder meetings. Multimodal Advisory Board reviews design of projects from the conception through completion, and those monthly meetings are always open to the public for comments. Public feedback is solicited and encouraged. The Animas River Trail is a beautiful and useful amenity for pedestrians and cyclists. Unfortunately, the ART does not address the concerns at the intersections of El Paso Street and Avenida del Sol, nor does it address the required ADA-compliant connectivity for the pedestrians and cyclists that are traveling between the West side neighborhoods, the Tech Center, and downtown. Widening the existing trail would not address these connectivity concerns. The shared-use path and roadway are designed according to AASHTO and ADA guidelines, with enough space to accommodate cyclists, pedestrians and motorists. The roadway is intended to be shared between cyclists and motorists, and the shared-use path is intended to be shared between pedestrians and cyclists. As such, all roadway and pathway users are expected to share the space and operate safely. This may be an opportunity to further educate the public about safe share-the-road practices and use of shared-use paths.

Various

Part 2 of 2

6) Striping a crosswalk at the northbound side of the Avenida del Sol intersection will likely have no effect on pedestrians coming down from the social services campus. They cross wherever they want paying no attention to crosswalks.

7) There is currently a social trail across from where Avenida del Sol meets Roosa which heads down to the park and river trail. The pedestrians coming down from the social services campus will almost certainly continue to use this trail rather than a sidewalk. It seems that converting the social trail to steps and adding a ramp for ADA compliance will solve any safety concerns.

8) The proposed revision where Ninth St. meets Roosa will cause traffic delays. Currently for drivers heading west on Ninth St. there are 2 turn lanes where it meets Roosa. Very often I see both lanes in use at the same time. Eliminating a lane will cause backups.

9) I do hope John Viner's proposed changes for the sidewalk as it comes from the skatepark and approaches our driveway at Animas Crossings are implemented. I have been startled a number of times by cyclists and skateboarders speeding by on the sidewalk as I have been coming out of our parking area at a very slow speed. It's a blind driveway, so anything we can do to not encourage more cyclists and skateboarders to be on the sidewalk there would be helpful.

As a taxpayer I would be very sorry to see my money going towards this expensive project when there are so many other needs in the town and when I see this as an unnecessary project which will not improve much and will mostly make things worse for everyone using this corridor.

I view this project along with several other previous multimodal projects as being ill-conceived. One project which comes to mind was the repaving and restriping of 32nd St. to include a bike lane. As I ride my bicycle from CR 250 towards Main St. I do appreciate the bike lane; however, the manholes which are on every block are not at grade causing me to veer into the travel lane to go around them. Every cyclist I have seen on the road does this. Another is the bike lane along Florida Rd.; the concrete / asphalt interfaces at the intersections are not level, causing a hazard to cyclists.

Thanks for the meeting the other day and considering the views of the community.

Part 2 of 2

The El Paso St. intersection is designed in accordance with the City's Land Use and Development Code (Sec. 4-2-2-7) and minimum curve radii standards, that requires intersections be built at as close to 90 degrees as feasible. There is sufficient space for control of a vehicle that is going the speed limit. This intersection is designed according to AASHTO guidelines for sight distance for a 25 mph roadway. Based on these guidelines, there is proficient sight distance at the Avenida del Sol intersection of sufficient length for drivers to respond to vehicles in the roadway and to control their vehicle. The squaring off of this intersection reduces the amount of potential conflicts caused by unanticipated or unpredictable turning movements in and out of Cemetery Road, Avenida del Sol, and Roosa Avenue. Sidewalks and curb ramps will direct foot traffic naturally to the crosswalk on the north side of Avenida del Sol. The location of the crosswalk provides the best sight distance on the roadway at the intersection. It may require a change of habit for some pedestrians. The current social trail will be inaccessible due to the location of the pedestrian railing. The City and project engineers can consider the feasibility of adding an ADA-accessible ramp in this location, considering factors such as necessary slope required, design standards, and cost. Based on the roadway classification and speed limit, this intersection treatment is appropriate for 9th Street and Roosa Ave. It is legal for bicyclists to use sidewalks in City limits (with the exception of the Central Business District). While we can not prevent cyclists from using the sidewalk in front of Animas Crossing, we can help with education and outreach concerning safety and speed. Staff and project engineers will consider Mr. Viner's proposed design changes.

Hello -

I attended the first 1.5 hours of last week's Roosa meeting.

I travel this section of road frequently by bike and car as I live nearby. I see folks walking in both bike lanes, crossing randomly, and it is currently unsafe. There are a lot of pedestrians on this section of road who will not use the ART - despite its proximity.

While I recognize actual in-the-field and monetary constraints that the City is facing, I would really love to see Cross Section #1 be like Cross Section #2, i.e., having a barrier between the motorized and non-motorized traffic (per the handout at <https://www.durangogov.org/DocumentCenter/View/15236/Roosa-Site-Visit-Handout>). I think we need to make non-motorized use safer and Cross Section #1 does not accomplish that with only a 6" curb and 2' gap separately cars and humans.

Thank you for your efforts to improve this corridor!
Michelle Reott

After reading the article in this weekend's paper, I must say I agree with the people who contend there is already a million dollar path less than half a block from the road. Perhaps a set of steps down the hill would suffice to get pedestrians off the road. Having ridden a bike along there, it seems the road already has sufficient bike lanes. It seems the \$2 million dollars could be put to better use.

Thank you for attending the meeting last week and for sending your comments. The main constraint in including a guardrail along Roosa Ave from 9th Street to the Skatepark is that it would require a retaining wall on the East side of Roosa in order to be feasible, and that is cost prohibitive. The required earthwork necessary to support a guardrail in that location would likely extend too far east into Schneider Park to be feasible. Project engineers have designed the shared-use path according to AASHTO guidelines. Those standards support the 2" curb and gutter as safe for pedestrians and a reasonable treatment considering the speed limit of the roadway.

Your comments will be placed in the project file and added to our ongoing public comment log. Additionally, I have added your contact information to our list of project stakeholders for all future correspondence regarding the project.

We appreciate your interest and involvement. Thanks again,

Pedestrian safety

Unfortunately, the ART does not address the concern of unsafe intersections and important ADA-compliant connectivity for the pedestrians and cyclists that are traveling between the West side neighborhoods, the Tech Center, and downtown.

Cost

Thank you for your email. The Roosa Avenue Connect Project will bring sidewalks and curb ramps along Roosa Avenue from 9th Street to El Paso to ADA-compliance, as well as improve connectivity options and improve the safety of intersections at 9th Street, Cemetery Hill, Avenida del Sol, and El Paso Street. The safety improvements include rebuilding and widening deteriorated sidewalks and curb ramps, allowing for better accessibility for all residents and visitors, including those with disabilities or mobility-impairment. I agree with you that the Animas River Trail is a beautiful and useful amenity for pedestrians and cyclists. Unfortunately, the ART does not address the concern of unsafe intersections and important ADA-compliant connectivity for the pedestrians and cyclists that are traveling between the West side neighborhoods, the Tech Center, and downtown.

One question after looking at your invitation on the Roosa Site Visit.

Why are we spend 2 million on a mixed use trail when one already exists (and is much more pleasant) a mere 50' down the embankment?

The over head shot depicts the lovely river trail!

Intersections and sidewalks along Roosa Avenue were identified for accessibility improvements in the 2012 Multimodal Transportation Master Plan, and the 2016 update of the Multimodal Transportation Plan. Additionally, this project meets the needs for this roadway as identified in the 2016 ADA Transition Plan. City staff was successful in securing a \$948,644 Transportation Alternatives Program grant to help alleviate the cost of the project. The remaining \$951,356 local match is allocated out of the 2015 Half Cent Sales and Use Tax fund.

Cost

I will be unable to attend. It sounds like an amazing project! I liked your flyer - very informative.