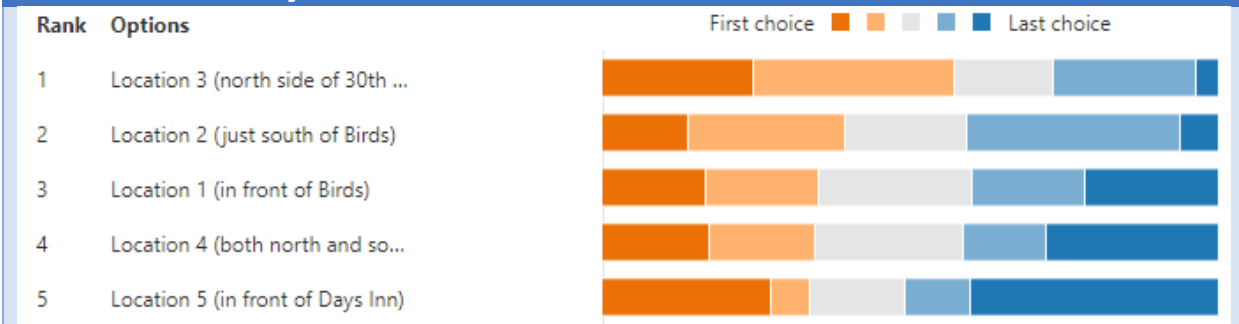


## 30<sup>th</sup> St Connect Survey Results and Public Comment 2/1/2021



3 and 4 both look equally good to me. I don't have a preference on 1, 2 or 5 at this point. Would need to bike the options for a better feel for it, I think. Thanks for getting public feedback!

A few comments. First, being that there are no intersections btwn 32nd & 27th, it would be great to have at least 2 additional ped crossings, not just one. Maybe that's already the intention but i wasn't sure.

We know that the "Birds block" has become a hub of activity so in order to give people coming either from the 29th or 30th sides of the Birds block an equal chance of getting to their desired destination on that block I placed the #1 crossing in the middle of the block so in front of Birds. In addition the apartments are directly across from Birds so that's a direct link. If there was a crossing @29th and also @30th then I feel that could work as well since it would give people coming from either direction an equal chance although it would make the apt folks have to choose which crossing to take (north or south of them).

If an intersection is put either at Birds or south of Birds then I feel it's important to have an additional intersection somewhere to the north, so either directly across from Days Inn or at the 29th intersection.

I am very excited this is finally happening! There are so many of us that live in this part of town and walk/ride a lot and it's treacherous trying to get across Main. Thank you, Kristiana

A safe and effective controlled crossing is important, but I don't see the need for a large median or a confusing mid-block crossing. The safest and simplest way to control vehicle and pedestrian crossings is by implementing intersections that people are familiar with. Keep it basic with a stoplight and crosswalks, this could even provide a protected left turn for school traffic. With ever increasing traffic in town giving people familiar options keeps things safe and does not restrict access to businesses. If there is a reason putting up a stoplight is not an option let the people know, don't just ask us to vote on a few bad or worse options.

Thanks

All of these options create difficulties for vehicles turning. Why not just improve an existing intersection without a huge island interfering with traffic.

Any location would be a service to the community! Where ever this goes, please do not do the crosswalk that was put in at 7th, near the Commons Building, with the blinking yellow lights. Out of towners do not understand what that means and there have been many near-misses with folks getting hit. A real Red stop-light, invoked by a pedestrian, causing cars to stop is necessary on that

area of road where cars are used to picking up speed to get to the Valley. Pedestrians deserve the ability to cross the street in safety, so please do this right the first time!

appreciate the efforts to provide a safer crossing and connection to both west and east side of N Main ave.

Long overdue.

At the intersection is very important!!! And the more crosswalks the better.

Blocking a turn on to a street is terrible. for example camino and 7th st going south (no turn), but legal to do a u turn at busy college and go back to 7th. A lot of vehicles can not make that turn with out backing up half way through the turn and blocking traffic. I hate to see u turns on any major streets, and blocking intersection does this.

By placing the RFPB on the North Side of the 30th intersection it will allow northbound, left turning traffic to take advantage of the southbound traffic on North Main yielding to pedestrians. There are significant wait times for left turning, northbound traffic at this intersection on school mornings.

Choosing any of these locations will be an improvement to ensure the safety of our resident population and traveling guests who choose to support the local shops and restaurants at the North end of town.

Crossing should be in front of the rec center

Don't need this expense while future City budget needs are unmet. Does this expense really fall within the 1/2 cent sales tax for street maintenance?! I don't think so.

Don't make the signage and lights as confusing as the other crosswalks on Camino/Main. Pedestrians take their lives into their hands every time they use those because tourists don't understand what they are supposed to do and often blow through them.

Fire Maple Trees please

Flags for pedestrians to carry, similar to used in Pagosa, would help when initially installed. Maybe can be retired after knowledge of the crossing is well established.

Great idea, this has been a need for many years!

great that a pedestrian crossing of north Main Ave is being addressed in this area . i think the mid block locations are the safest; drivers can make turns on and off Main Ave; all drivers moving N and S can adjust driving and recognize pedestrians in the new the crosswalk .

Has there been a consideration for a pedestrian bridge?

Having a crossing further north on main makes more sense for Mountain Middle School

Having the crossing at an intersection is preferred, especially for students accessing Mountain Middle School. Drivers are aware of intersections and having the crossings at these locations are better for safety. In addition, this will limit the interference of businesses impacted by mid block crossings. The city needs to realize the business impacts when planning this project. Businesses drive the sales tax revenue and why would you want to deter funding from your revenue source?

Highest priority should be for the safety of pedestrians, not the convenience of cars or businesses. The entire north main corridor is unacceptably dangerous for pedestrians. Thank you for helping to make our city more pedestrian friendly.

Honestly all of these solutions seem clunky. Why not use overhead lights activated by a button like we have by the fire station.. A pedestrian crosswalk which doesn't impede traffic would be ideal.

Honestly, I'm not sure the location is as important as getting one in to keep our community and school kids safe when crossing the road. Thanks

I actually think a traffic light here would be more safe and functional. It would allow greater visibility to drivers of pedestrians crossing, as well as provide safe passage of cars crossing two

lanes when turning left onto 30th street for mountain middle school during rush hour in the morning.

I am astounded that options 1 - 4 are even mentioned....as they impede businesses in the area unfairly.

It seems like option 5 is the only solution, so I have not ranked any of the others as they are unacceptable.

I am hoping my children who attend Mountain Middle School will have safe crossing to get to activities to and from Mountain Middle school. My children will leave school and ride bikes to the rec center or leave school via bike and access the Animas River Trail to head to after school activities at the rec center, Boys and Girls Club, the Durango High School, the pottery studio downtown and after school activities at the Smiley Building.

I am not in favor of 30th Street Connect project- I feel most of Durango feels the same way.

I believe that this is necessary but I feel the approach is wrong. Auto traffic despises these crossing and the drivers do not make it a welcome environment. This is one of the fastest stretches of 550 through town. There is no light from 30th Street to the Rec Center and vehicles accelerate hard in this area. We are a bike and pedestrian focused town with not enough support for our safety and desires to be car free. We need an investment for bridges over the road or access under the road. Cars do not play well with pedestrians and bikers. I have lived here for 20 years and all you need to do is look at the Durango Herald for driver impacts with pedestrians and bikes.

Please make it safer for us in town. If you are not going to be able to afford to separate us from the autos then please use many more lights than you currently use. I have entered these walkways before seeing the twinkly white lights. WE NEED BIG RED LIGHTS AND WARNINGS TO THE DRIVERS. WE WILL NEVER HURT THE AUTOS BUT THEY CAN REALLY HURT US.

I believe the closest access for Mountain Middle School kids should be a top consideration. The kids are most likely to try to take a shortcut across Main and location 5 provides the best option. Location 4 seems to have numerous problems with it and might be a confusing intersection that could cause more problems than it solves. Additionally, locations 2 and 1 put too much of a hurdle on Birds restaurant which was designed to be a Drive thru focused business. Changing the current traffic access to their business model would be an undue burden when other options exist. Thanks for asking for input!

I believe you are building an ark when a row boat is needed. Put in a traffic light at 29 with walk option just as you have at 32nd.

I do not ride my bike on Main so cannot speak to what the challenges are for bike riders. I do drive North Main and know you need to have your head on a swivel at all times. I also have a lot of experience with the pedestrian crossing at 12th Street and Camino. When there is a flashing light at a non-intersection inevitably there are cars that never see the lights and blast right through the intersection when you are free to cross. It is pedestrian beware. Whatever can be done to slow the traffic or make it obvious to stop will need to be done for a non-intersection crossing.

I drive north main everyday and I really think this is a necessary improvement. While location 4 may be more expensive I think it provides the best options for pedestrian safety. Also, what is one more no left turn in Durango anyways, we only have roughly 10,000,000 already!

I feel that a crossing at the intersection, on both the north and the south sides, will best serve the very highly used North Main district. I live near this intersection, and walk/bike across North Main very frequently. I look forward to having a safe place to cross.

I have lived on 31st St for 25 years so spend a lot of time near these intersections. What can't be denied are the amount of people crossing Main who are coming from the liquor store. The options closest to Mac's would help that situation the most

I have put location 4 at the bottom. reason for that is your current design does not take into account what drivers will do to get around this barrier in the middle of the street. For instance 3001 Main has driveway access on Main and on 30th street. Drivers already use this as a turnaround, if you put a barrier that blocks 30th but does not block the driveway at the north end of 3001 Main Ave, drivers will utilize this to make their left turns. I am all for putting a divider down main street from 32" south to 25 to slow traffic, provide a safer passage for pedestrians and bicycles. Unfortunately, the parking design perpendicular to 30st at the zia building is a traffic hazard as cars have to back straight out and end up blocking traffic turning west of 30th from main. This creates traffic backing up and blocking southbound traffic on main street. Please think this through and do things right.

I know due to TABOR and the people of Colorado's complete lack of interest in pedestrian infrastructure. Still, the overhead pedestrian bridges in boulder are incredible, and it would be great if we could have something like that in place. Given that it isn't a possibility, any of the options listed above would be a great addition to our community. Thank you for taking this project on.

I like the direct access to Mountain Middle School and minimal impact on businesses

I live directly up 30th from Main, and since Zia has moved, we've noticed a large increase in traffic and close calls for collisions with pedestrians and cars coming out of the alley and the Zia parking lot. While I have concerns about blocking turns from 30th because it will route more of the Mountain Middle and Zia traffic into the neighborhood, I do think some traffic calming would be helpful on 30th. Maybe speed bumps, signage, or painting a colorful crosswalk at the alley entrance so that cars travel slowly in that section of the street might help. Thanks so much for soliciting our input and for initiating this project. Our neighborhood has been requesting it for years and I'm thrilled to see it happen!

I see no need for the "refuge islands". Seems to me they would just cause problems for traffic turning. If the lights are flashing and traffic stops, drivers can jolly well wait for the pedestrian to walk all the way across.

I strongly believe that provision of these types of crossings at each intersection will be the best way to reduce bike/ped/vehicle interactions. I understand it can't always all happen at once but the vision for N. Main from several years ago with medians, bike lanes, trees, etc. was the right direction and this feels a bit like a band-aid compared to that bigger vision.

I think all of N. Main traffic should be slowed to 25 mph. There is no safe place for children to cross ANYWHERE on N. Main - including to get to our very own public library. People speed because they are used to speeding. - don't they want a healthy community that includes walking and bike commuting??? There is nowhere people are going except across town and they think they need to go fast because they leave late and have the perception that they SHOULD have the right to go fast because they have always been able to get across our small town quickly. But honestly this mentality affects our whole community and makes traffic rule first. I say and vote for PEOPLE FIRST!!!! not cars!

I think an actual traffic light would best serve the needs of the neighborhood: it slows traffic, provides dependable crossing, allows unrestricted turning(no islands)

I think the crossing should be in line with the trolley stops on that section of North Main.

I travel this corridor daily. I routinely encounter pedestrians walking directly from city market parking lot to the other side and vice versa. This is in spite of the traffic light crossing. Whatever

option is chosen there will still be a problem in this corridor. I do not have an opinion on the options. .

I was under the impression we had resolved this with the committee. After working on the grant with the City of Durango to fund this project which utilized the safety of my students at Mountain Middle School as the priority to secure the grant, I respectfully request that this crossing be placed at the north side of the 30th st. intersection for the safety of all community members. This provides for a way to study the intersection for a future four way stop.

I would rather have a stop light to slow down south bound traffic that speeds thru 32nd st light hoping to make the 27th street light!

I would rather see restaurants not affected by the changes here. I see hotels/motels as able to withstand the changes more easily but a restaurant requires constant entrance and exit. Also with COVID I find all the restaurants need extra help and not hinderances.

I would vote for as little impact to the local businesses as possible. I don't think it's a good choice to restrict left hands turns anywhere.

If it can be positioned to provide left turn access to both Birds and Days Inn, that'd be ideal. Centrally locating between the existing 25th and 32nd crossings is important IMO, to reduce jaywalking we should provide convenient crossing points.

I'm really glad we will be getting a safe way for pedestrians to cross North Main! Thank you!

I'm somewhat ambivalent to the location, as I don't have a complete grasp of how each location will play-out in terms of safety and convenience. I think # 3 looks best to me though. I do want to state my strong support for any crossing however. Our neighborhood (west of Main and north of 29th St) is the only neighborhood without a park and playground. We need more and safer crossings along N. Main so we can access the ART and the parks/playgrounds at Animas City Park and the Rec Center. Thank-you for moving forward on this project!

In general I think the RRFBs are dangerous and full stoplights are better.

It would be nice to create dedicated pull-out areas for the Trolley at all the transit stops, so the Trolley can completely get out of all traffic lanes while it's making its stops.

Just get it done

Just install the flashing beacon without building an island in middle of Main. Pedestrians must take responsibility for their own safety.

Least effect on vehicle turning.

Local businesses are what make Durango unique. They do not need more challenges like inconveniently placed pedestrian walk ways.

Location #5 leaves too big a gap to 27th street. The Birds locations hit the midpoint between 27th and 32nd which is good. These locations require pedestrians to walk along Main. How is the sidewalk on that block on both sides of Main? How is the sidewalk in the winter after the plows have done their job?

Location 5 seem to make the most sense.

Locations 1 & 2 appear to be best solutions, in the absence of thoroughly researching an additional light on North Main (between 27th & 32nd) with a proper intersection cross walk. Aligning a crosswalk with the transit bus stops is logical and minimizing impact on business egress is imperative. This push for a "temporary crossing" feels premature, and perhaps resources should be conserved while a proper study is conducted. Why do this twice? Regardless of the source of funds, let's do it right the first time.

Locations 3 and 4 are the worst. Restricting traffic into 30th creates a bad situation. First of all, local developers just heavily invested in that corner lot - so restricting traffic into the new development,

which is already busy, isn't wise. The Zia project was a positive step for North Main District - don't kill their new project by making it impossible to turn into and out of their new location. It also creates difficulty for creating good traffic flow to and from MMS.

Luckily, it sounds like the proposals for the crossing South of that near Birds doesn't affect traffic into and out of Birds - which is important. The city should be mindful not to negatively affect local business.

The northern crossing does seem nice for MMS students - who really need this crossing, so that's an option as well but seems tying right into the current transit structures makes good sense with few cons.

Locations 4 and 5 should not be even considered. The amount of conflict points is very high and I would expect safety to take priority in the study over convenience. The amount of accidents at Locations 4 and 5 is a big concern since that intersection is being increasingly used since the new build was opened. Please be aware of signs placed in the middle of these medians that can obstruct the drivers view of the pedestrians waiting. This is the case at the crosswalk downtown in front of the Commons Building. It is hard to tell if there is someone there or not because there is a pole right in the middle and the median surrounding them is very high. Also, you are showing landscaping in your roadway typical sections. Do you plan on putting landscaping along this section of the roadway? Please keep in mind line of sight issues, but I am pro landscaping for Main Avenue and for 32nd Street. Landscaping would give more character to the area and our town like what was installed along Florida Road. I am sure CDOT has a landscaping budget, but I have not seen where they have utilized it in Durango. We want more trees to offset the pavement. Thank you for soliciting our comments.

Make it intuitive for non-motorized travel. Past practice has been to accommodate vehicles. Reprioritizing traffic to support pedestrians and cyclists will require cars to adjust.

Mid block is just not good. Drivers are accustomed to pedestrians at actual intersections, making it safer.

Midblock crossings, if cars see the flashing lights and do stop, seem better because there are no cars making left and right turns into pedestrians. Intersection crossings would be much better if traffic stopped in all for directions for pedestrians. Pedestrian crossings that don't stop traffic in all 4 directions are kind of terrifying. Especially when the roads are a little icy and it's hard to scurry across. (I tend to cross at 22nd.)

Modifying an existing intersection is preferable to creating a new crossing in the middle of a block.

My daughter attends Mountain Middle School. These kids desperately need a safe place to cross and the North side of 30th is the best way to keep our kids safe. THANK YOU!

NO LOCATION for answer number 3> I had to choose an answer for number 3 with no option to oppose the building of bridge. Pedestrian flashing lights and signage. This survey is fixed to build the bridge.

Only do this if you have trees in the island. The optics and personality offset the dominant hardscape of road and traffic and would promote pedestrian enjoyment. Thank you

Options 1,2, and 5 have least negative effect on local businesses. If it lands at 30th, a light is needed.

options 1,2,5 are the best options, significant investments have been made on north main and 30th. We all want a safe and effective crossing in this area, but we must also consider the impact on local development in the north main district and local businesses that have made significant efforts to help redevelop the north main district in line with the city's goals for this area.

Placement of a raised RRFB crossing at the 30th intersection seems likely to confuse traffic patterns in any configuration. A mid-block crossing seems more easily managed by vehicle traffic and therefore safer for all.

Please just put a stoplight in at 30th. It really seems to be the safest way to address the issue.

Please make all curbs accessible

Please Plant some big trees in Median.

Please remember this is a major thoroughfare for traffic from ABQ to Grand Junction. I understand we need to protect pedestrians but we also need to think about trucks, campers, etc. that use this road. Blocking left hand turns to businesses that just invested in their project like Zia and Birds seems counterintuitive. Left hand turns out of the "fast" travel lane I fear may increase accidents on this road.

Prefer northern access as opposed to anything on top of 30th Street intersection as there are several businesses there and pedestrian access there would make traffic-turning difficult. Northern access would assist crossing for Mountain Middle School and all the pedestrians going back and forth to Mac's Liquors.

Put it in the place that is the safest for cyclists and pedestrians and restricts traffic the least.

restaurants will be majorly impacted by lack of easy access, much moreso compared to hotels. blocking or making very difficult turns out of 30th seems a recipe for disaster. Location 2 is clearly strongest option.

thank you for the easy to understand information and taking public input

Safe passage way for Mountain Middle School students' safety.

Safety should be the first consideration. Transit stops can be relocated as needed.

Simply put a stoplight in at 30th. As we have learned from the crosswalk near Backcountry Experience pedestrians get hit and still have to dodge cars unless there is a firm stoplight. Locals and out of owners alike will not respond unless it is something they are used too.

If you are unwilling to install a stoplight slow down the traffic on all of Main and Camino del Rio to 25mph. Also, unless the speed limit is actually enforced it will be dangerous for bikers and pedestrians. Please adequately plow the bike lanes!!!

Since the major reason for this crossing is for students from Mountain Middle School having a crossing further north on Main Avenue/Hwy 550 makes much for sense for the school.

Spending money on a Main Avenue crossing makes so much more sense than the 32nd St crossing

Thank you for undertaking a pedestrian crossing here. Although I am a huge proponent of improving connectivity across Main Ave, I am uncertain of the safety of at-grade crossing given the volume and speed of traffic on this stretch of road. Also, driver awareness of pedestrians on the entire North Main corridor is not very high. I've seen too many unaware drivers blow past other similar flashing signs. I realize the costs are dramatically different, but I believe prioritizing funds and making an underpass(s) somewhere along the corridor makes more sense and would not only be exponentially safer, but would create a viable area for businesses/shopping/restaurants to thrive. I don't think the North Main commercial district will be very successful with the lack of separation from busy, high speed traffic and sub par connectivity. In short, I'm happy the city is making this effort but don't think at-grade crossings in this environment are safe enough for me to send my kids across.

Thank you! Adding a pedestrian crossing is long overdue. I would suggest adding flashing warning signs before the RRFB to provide as much notice as possible to drivers going 40+ mph. It can be scary crossing Main Ave and drivers do not like to stop, even for pedestrians.

**THANK YOU!!**

**Thanks for the opportunity to provide feedback.**

**Thanks!**

**The city really needs to consider kids who are crossing the street to go to Mountain Middle School. Putting it in a location that does not allow for a stop light (long term solution) is not a smart or viable option.**

**The goal of this project is provide safe pedestrian crossing on Main Ave. Options with a higher pedestrian risk (3 and 4) should not be considered. Option 5 is, indeed, out of the way, offers minimal benefits to most groups and is too close to 32nd St. The options to consider are 1 and 2. Option 2 provides the least business access disruption and challenging turns, has the strongest pro arguments, and is the best choice. Hopefully cyclists can find sanctuary in the refuge island with Options 1 and 2, but their options are worse with the other 3 choices. This was a well-designed exercise that provided thoughtful consideration of the options. Thanks!**

**The main impetus for the project was to have a safe crossing for students from Mountain Middle School, which is located at 108 West 31st Street. Having a crossing further north on Main Avenue/Hwy 550 makes much for sense for the school.**

**The midblock locations also have to consider the traffic coming out of Homeslice and Taco Bell (Taco Bell is one of the most highly-trafficked locations on this entire stretch). 29th st. is also much more heavily used compared to 30th and so I would envision a midblock also causing driver confusion and conflicts there as well. I understand the midblock crossing value to transit users, but are those very frequented stops on the route? Other than transit users, a midblock location is not very helpful for Mountain Middle students, pedestrians, or cyclists that use E 2nd as part of their commuting route. The options for location 3 seems like the best option to not anger/confuse Laundromat patrons, but would there be a way to cut the south side of the median to allow drivers on 30th by the Laundromat/Chainless to make a left from 30th onto the center lane N. Main southbound? I feel like people would make that move anyway so might as well design for it.**

**The north side of 30th is Mountain Middle School's preferred location, which I support.**

**The proposed location 2 in the middle of the 29th would be the most equally spaced between current crossings at 27th and 32nd.**

**The two crossing options at Birds connect the two transit stops (an important goal) and gets the crosswalk away the intersection with 30th. Crosswalks at intersections create too many conflicts between the various vehicular motions and the pedestrians. An example of this is at 32nd and East 3rd where there have been some accidents and many close calls. Also, Location 4 would not allow left-hand turns which would hurt the businesses at that location and create some issues with the Mountain Middle School drop off and pick up traffic patterns.**

**There are multiple studies about how lowering the speed limit to 25mph saves pedestrian lives. Perhaps the transportation people should also look at this**

**There is a lot of foot traffic to and from City Market coming from the west side of main trying to cross at 31st.**

**There should be a crossing here and at every intersection on main. If the city really wants to make a vibrant neighborhood there we need crosswalks at every intersection. In addition the speed limit should be reduced to 25 mph. Cortez has a 25 through its downtown, why can't we?**

**This crossing should not hinder any traffic into or out of an establishment like zia or birds.**

**This is a waste of taxpayer money. We do not need more medians, especially on north main. This will congest traffic even more than it already is as a result of the recent installation of unnecessary medians.**



This is an absolute necessity if we want to see north main continue to develop and thrive as a commercial center. Having nearly been hit numerous times trying to cross from Zia to Rock Lounge I very much look forward to a safer option.

This is extremely needed for the North side! As a resident in this area I notice how dangerous it is to cross on main. I am very excited to hear a crosswalk is to be put in!

This will be great no matter where it lands!

This would help the children at Mountain Middle School get to and from school safely.

Walkways that exist in between intersections are confusing - especially to out of town/state visitors. That road has so much out of town traffic that if there is to be a safe crossing - it needs to be something that is easily anticipated. If it's mid-block, that is an unexpected location to a visitor who might not be focused on the road while reading signs along the side of it - I think it actually results in a more unsafe location. And for cyclists - mid block is GUARANTEED not to be used. Plus that just makes the lesson, ride across wherever it pleases you. Intersection locations only, please. On the median, keep the plantings low (no trees) or else there is a real risk that sight lines will be impeded.

By the way - your graphics on these options were great and really helped to show the issues you highlight and illustrate what might be achieved.

We live in the 3000 block of E. 2nd. There are limited ways for us to access Main. 29th is often blocked by traffic trying to access Taco Bell, so it is not always a good way to go. 30th is one of the ways we access Main to go south into town. Location 3 would be my preference. Location 4 would really hinder access. The mid block options are ok, but I think they might not get as much use as you would from a natural intersection.

Whatever is decided, please use a red light system similar to the crossing by the powerhouse/fire station. The flashing yellow lights at other crossings are confusing and dangerous, because yellow is advisory, it doesn't mean "stop" like red lights. Thanks for the opportunity to comment.

Whatever location is decided please consider a bold bright and artistic path painted to highlight the crossing to drivers! Get creative. Hire a local artist. Make it look 3d. Use some colors. This will slow traffic down and improve compliance. Thank you. This crossing is really needed!

Whats wrong with a stoplight and crosswalk? It works fine at every other intersection in Durango. For the cost of some light poles and re-stripping paint it would avoid any impact to turning traffic, keep people from speeding as much, still allow for effective snow mitigation, and be a familiar and intuitive intersection for everyone involved. Keep It Simple! While your at it invest all the money you saved into a light and crosswalk at 19th street too.

When school is in session (post Covid) there is always a long line of cars turning left (northbound) at 30th to get to Mountain Middle School for drop off and pick up. Generally, southbound travelers turn right on 31st. Location 4 would either force both northbound and southbound traffic heading to the school onto 31st, creating congestion and possible accidents as people are always trying to rush, or people would turn at 29th, creating a lot of traffic for residents on west 2nd. To facilitate the crossing, while minimizing other commute and neighborhood impacts, I think location 4 should be removed from the options.

Location 5 seems ideally placed where there are generally less congested, lower traffic businesses, fewer trucks loading and unloading to higher traffic businesses and traffic that is more intermittent.

Will the speed limit remain the same in this zone? This is not addressed in the proposals. Will all medians in all proposals be landscaped? Trees could inhibit motorists from seeing pedestrians in the medians. The height of the landscaping and sight lines need to be taken into account for the selected option.

**Would prefer a pedestrian bridge over something that would slow traffic. This should be an urgent priority with the expansions on north main and the students in the area.**

**You would be impeding traffic and business to those on 30th and main if you put it at that intersection or anywhere near it. Location 3 and 4 would have severe impacts on business to those in the area.**