

## Public Comments from surveys, social media, and emails

Unfortunately, I won't be able to make this virtual meeting. I sure would like to encourage the City to keep the bus coming to Three Springs. If you can go & there's an opportunity for comments kindly share

Make north Main more pedestrian friendly and safe! Speed bumps on W. Park Ave. between Roosa and Main! Also on W. 22nd from Main and W. 3rd, too much speeding!!

River Trail crossing at 32nd Street is the most dangerous part of my bike rides

I'm writing to ask about the current state of the bike lane proposal for West Park Ave—noted in the city's last Multimodal Plan. Currently this street has no bike lanes, or even a centerline painted for car traffic. However, it is a major bike route as it connects the ART to basically all the neighborhoods on the west side of 550. Additionally, people use it as a connection to the library and St. Columba school on East Park Ave. Currently, bikers seem to be 50/50 on the street and the sidewalk, which, while legal, creates a hazard for them when they then try to merge back into traffic or cross the street. I

understand that the Roosa Connect Project will extend a bike lane up to the intersection of Roosa and

I would like to encourage the City to see how we can keep public transportation coming out to Three Springs after the end of the year when the grant runs out.

We need more signage for bridges to say what streets the bridges connect to.

1. Widen the road and put a bike lane on Goeglein Gulch Road between Ft. Lewis Drive and Aquarius Pl.
2. Widen the road and put a bike lane on County Road 251 between Holly Ave. and County Road 250.
3. Widen the road and put a bike lane on Florida road up to Edgemont.
4. Street sweep the existing

Overall, I find getting around Durango by most means to be acceptable. I prefer e-biking on pavement.

Keep up the good work! A few comments and exceptions: Survey is lacking enough "not applicable" options. I live over a mile from a transit stop at the north end of the Skyridge Subdivision.

Biking/walking on Goeglein/North College between Hillcrest subdivision and the bottom of the curves is terrifying. I won't let my middle school age kids do it to get to their friends houses. Traffic has increased substantially. I have inquired for years via Councilors, P&R Director and Board, Multimodal Staff and Utilities Department about opening the access across the City Reservoir dam to foot/bike traffic from Hillcrest subdivision to the County Road. At most, I hear is that the Utilities Department is risk averse to travel across the reservoir property. Let's face it. If someone wanted to be destructive to the water supply or dam, current security of a wire fence installed with 9/11 grants wouldn't cut it. I don't see walkers or bikers crossing the dam as nearly a big of risk to the town's safety as a

1. North College/Goeglein – Pedestrian/Bike Improvements – When are bike/pedestrian improvements slated between Skyridge and the north end of North College curves (past the golf course and down the hill)? This road has seen a significant increase in cars/bikes/runners/walkers in the last decade. It's time to get improvements on the radar of this college-connecting narrow roadway before accidents occur.
2. Reopening the water treatment plant dam to pedestrians/bikes – I believe the current transportation plan ideals include all City residents being within a half-mile of a transit stop. This hasn't been done for the north end of Hillcrest or Skyridge, but could be easily rectified by reopening the dam road from Hillcrest to CR 239 (see below). There is an existing and underutilized transit stop at CR 239 and North College. This connection would also reduce pedestrians/bikers on the previously noted section of North College/Goeglein that is a shoulderless

In connection with safety and improving Durango for visitors that walk from the hikd and bike trail down West Park Ave to Fasbinder Park, we need at least 4 to 5 crosswalks as follows: 1 across West Park Ave to Fasbinder Park and one across West 2nd Ave to Fasbinder Park and one across 17th at West 2nd to Fasbinder Park; with regard to We also need a crosswalk across West Park and West 3rd Ave to El Paso street, and 1 crosswalk from the Skatepark to El Paso Ave. It would be best if these crosswalks had lights granting pedestrians safe crossing. West Park Ave also needs speed inhibitor devices to slow traffic which by my estimate has vehicles that travel at speeds near 45 mph many

I was informed by one of my patients on the future plans being discussed on E 2nd St. I thought I would give you the insight of someone who spends a lot of time on the corner of 32nd and E 2nd. I own the building at 129 E 32nd St and run the Chiropractic practice at that location. I purchased the building in 2017 and opened that location in fall of 2018. Our office currently treats around 130 patients per day and the majority of them drive to their appointment and park along E 2nd. In the summer months parking is a not an issue, other than the monthly meetings Durango Realtor Association has. On those days E 2nd is a total mess for a few hours. Even with the construction going on for the river trail, parking has not been an issue. Once the snow falls at Purgatory it becomes an issue. There are skiers, ASA (I am a sponsor of them and I love those guys), and Purgatory employees carpooling from the E 2nd street parking. This creates issues for both parking and plowing. On snow days I am there at 5 AM helping the plow drivers move snow around the cars that park on E 2nd overnight. It is my understanding this is a snow route and overnight parking is not allowed? This is why the idea of giving up 5 more spots, allowing them to park overnight, and/or making that an official carpool parking has my attention. While I understand I do not own that parking, the idea of gifting 5

I'll look forward to more opportunities for input but right now, as I've mentioned in multiple forums, I have an immediate concern with the block of W. 30th between Main and w. 2nd. It's not safe for pedestrians (or vehicular traffic) and I'm truly worried that someone is going to get hurt. I'd like to see

I am unable to make the meeting tonight but I live at 55 Westwood Place and would like to suggest that protection for the pedestrian/cyclist/alternative commuter should be considered in your plans, as I'm sure they already are. I have lived on the west side of town for over five years and often travel by foot or wheel, other than car, to get to town center. The cut through at the Tech Center is a valuable alternative route to connect to the west side and perhaps a more established pedestrian crossing at Roosa and Greenmount Cemetery Road should be considered to protect the multimodal traffic if the city chooses to route people through the Tech Center was as one option to connect the west side to town. Also, some sort of protective barriers that line the sidewalk/bike lanes just west of the CFI to the Tech Center would be great protection as this is a choke point of the 160W/550 interchange and often vehicles travel well over 35mph which is scary as a multimodal enthusiast when you are mere inches from a semi or seeing a near accident at high rates of speed by the Tech Center intersection. With the continued development of Twin Buttes and now Rosemary Lane and even possible transitional housing

Sidewalk installation along certain parts of Main Ave is a very important issue which should be resolved. Hello, I am a student of Big Picture High School who has lived near the North end of town for over a year now, and who must use the sidewalks on both sides of the highway to travel to and from school and other destinations each day. There are three areas along the highway where I frequently walk, which do not have a sidewalk installed and it is important that this changes.

Locations Lacking Sidewalk Along Main Avenue

1. Small strip of "field" between the Mild To Wild Rafting parking lot and Vertical Chiropractic
2. Small strip in front of Nehemiah Office Plex
3. The property of 3500 Maine Ave, extending past Rocky Mountain High

All of these places are completely inaccessible for wheelchair users, bicycle trailers, and many strollers, meaning users of which would have to move to the highway to get around these strips of space.

Locations one and two have thin, beaten dirt paths where the sidewalk is not present, which are often inaccessible even to able-bodied pedestrians without any large items accompanying them. However, the largest area, 3500 Maine Ave does not have that even, and is around a curve, making it especially dangerous to walk on the highway to get around this

I am writing you to apprise you of several incidents that have occurred to both my daughter and myself, using the river trail. The situation is untenable as it is and is seriously dangerous for pedestrians to use, we have stopped using it, even though we live directly across the street from it. Bicyclists have no regard for the safety of pedestrians and often treat it like a high speed obstacle course, in fact, most the time. I have personally been brushed by the handlebar, once hooked by the fishing pole hook, being carried horizontally across the bike bars. Always from behind, no warnings, really dangerous. My daughter was hit from behind by a woman riding her bike, but decided to pass on the right side of my daughter, she misjudged the space or something, but ran right into my daughter. My daughter suffered a concussion and body injuries. The woman did NOT stop, even laughed as if this was no big deal. My choices were to attend to my daughter, which I did, but had I run after the woman, I probably would have been risking charges for stopping her however I could, with her running/riding away from the scene. The idiosyncrasy that exists is entirely due to the City of Durango negating the real dangers that exist and have coddled the cyclists as if "pedestrian right of way" doesn't exist, and has not taken sensible and intelligent steps to keep pedestrians safe. On the streets, they ride abreast and not single file, risking not only their lives, but the drivers who have to take chances to get around them, like oncoming lanes. I was driving on Riverview the other day, and four cyclists were riding along in the street, taking up the entire lane, riding abreast. Drivers should not be forced to drive around them, especially in neighborhoods among kids and pets, parked cars, street curves. I know someone who actually said to me, that it was a "hassle" to remove her shoe from the pedal, to stop at stop signs and she believed cyclists should not have to stop at stop signs. She doesn't, she and her son have both been struck by cars when riding their bikes, even spent a long six months at Craig hospital for recovery. Still she believes she does not have to endure the "hassle" of stopping at stop signs. From my own experiences, the list goes on and on. Add in the hundreds if not thousands of citizens dodging the harms brought upon them, you need to be serious about enforcing strong safety measures in behalf of pedestrians. Our tax dollars were wasted to paint lanes in the streets for cyclists, who either don't use them or don't use them properly or legally. I don't want my life ruined because of their willingness to I said no but there should be an "I don't know option" as that would be my answer.

There are still several road crossings that are not safe for pedestrians to cross.
Again, too many cars, too much traffic. The river trail provides an access to many areas of town, and that is great. It is just that using it to come up to Camino del Rio and Main street never feels very safe. Often cars aren't sure what to do at the pedestrian crossing lights and don't all interpret what they
Yes, as far as it goes. We still have the major issue of parking downtown, now exacerbated by bump-outs. I agree with the bump-outs and would like to see Main become a pedestrian walkway. The city would need to provide a parking garage, perhaps a shuttle, and an inexpensive residential pass for such
We still too heavily rely on personal cars for transportation and therefore cars are not as aware of cyclists as they need to be for this statement to be true. If the number of cyclists could double or triple then I think the transportation landscape might feel differently. Bike lanes are ubiquitous but in some places they are overly narrow or force cyclists over water grates and through dips in the road surface
Very dangerous road crossings still exist
Traffic on Florida due to development is getting more congested. Crossing main safely is challenging, esp on north end, due to traffic. Side walk continuing up Florida would be nice for children who would
Dangerous street crossings on Camino del Rio, especially at 12th street
Bike path connection to Three Springs should have been completed by now.
Actually there should be a "Don't know" option here. We live north of the town line and do not have any school age children. Therefore, I do not know if Durango has met this vision.
Although much emphasis and thought has gone into bicycle use, the transit system has failed to expand neighborhood routes, in fact it has decreased them.
Bicycle paths are important, but not necessarily appropriate or safe in all situations. That being said, the recent "improvement" to the Needham area has made it less safe for a child to ride a bike. A street that was once wide providing ample room for cars and bikes is now filled with obstacles on a seemingly substandard-width street.
I believe Durango is far ahead of many cities however, the need for safer bicycle travel and structured daily commuting is in great demand. I don't feel like a middle-aged child can get from The College to
The sidewalks along Junction Creek Rd are terrible from Main to Miller. Parents are driving fast, trying to turn, etc and kids are everywhere. Sidewalks along north Main are also bad and, as you know, crossing Main is tricky.
I am a property owner at Wildcat Village Condos. The bus service to our home was discontinued approximately 2 years ago. There are middle school children living here and I am 72 years old and would like to use the bus also. When I was working as an admin assistant on main ave. I used the bus
Crossing Hwy 550 continues to be perilous; bike lane connectivity is still piecemeal - I'd like to see both east and west 2nd Ave become one way streets with roundabouts instead of stop signs wherever
Camino del rio continues to present a significant safety hazard to pedestrians and bikers. And while a lot of progress has been made by adding pedestrian cross walks, bikes lanes, etc. There are still many places where it's difficult to cross on foot or ride a bike, such as north main.
lighting and policing need to be addressed in order for it to be safe
Sidewalks are too crowded, especially during tourist season and many of the sidewalks have grates where there are now/used to be trees that are broken and are hazardous to pedestrians.

Surrounded by mountains, there is not room to expand streets for the safety of walkers and bikers--I almost had a head-on collision last month in a left-turn lane.

Tunneling under 32 Street is an exception but very expensive.

Durango is a fine city and the needs of its citizens within the city limits are of greatest concern, many of the patrons of the shops, restaurants, civic, and cultural amenities are from the county. As sustainable tourism is increasingly promoted, parking for the many people who must come to the city by car is becoming critical. Additionally, more attention needs to be paid to residents and guests with mobility

Need much more bus service. North Main is unsafe. More frequent transportation to Purgatory would be good. Would love to see more separated bike trails other than just the river trail

There are still obstacles remaining before we can call this a win. Highlights include the 12th St. underpass, 32nd Street overpass, better bike routes to schools (Miller, Mountain and to a lesser extent, Escalante). Upgraded bike lanes (either protected or striped) along Main Ave and throughout downtown are needed. The City has been doing a great job retro-fitting ADA-compliant pedestrian

Three Springs isn't linked up yet.

Biking the city streets is not safe enough for middle schoolers. Speed limits in town can make walking unsafe, too. I would like to see speed limits in town lowered to 15 mph. I also think we need to return the bus service to previous levels. I also think the speed limit for non-pedestrians on the River Trail

Public transportation needs to be maximized, especially for underserved populations; and also for the general public; we need to make public transportation, rather than personal vehicles, the easy way to get around. The city should better partner with the county to develop a really comprehensive public

Need more bicycle trails for commuting completely separated from driving lanes.

A line in the pavement is not enough separation

The ride is so restricted that only a few can ride it at one time.

Again 99% of the people drive cars. Pander to the 99%

need bike lanes in down town or alternative bike lanes on Second. I would not want a middle school child riding on Main. Too many distracted and out of town people who are not paying attention to

See above. Equity. A large segment of CBD and North Main users are unable to bike or walk to a transit spot from their homes (they are seniors, disability, tourists, and CBD workers who live 15 miles out of the CBD or Bodo ,etc). More attention should be given to vehicles being managed at key transit hubs so that once there, people can walk, bike, or bus throughout the city. This means parking centers.

Finally, on equity, we have failed. Yes, the T is subsidized. It has to be. And the decisions we have made on the size of that subsidy shows that we really don't care about those who rely on public transit.

When the DOLA subsidies were cut in 2018 the City hammered public transit. I understand very well how certain budget allocations are driven by law (1/2 cent sales tax must go to Parks and rec funding, etc). But we have to more regular trolley and bus routes to more key areas: the hospital, Three Springs, North Main, Bodo, etc. The 2016 parking study should be refreshed once the pandemic is over. And if we can keep the Main Ave bump outs permanent and even consider a 2 or 3 block ped zone on Main we will need more parking

If we as a community are truly most concerned about the independent travel of our young teens, then access to public transportation is probably much more critical than connecting trails, constructing bump outs, re-configuring traffic lanes, etc. If a middle school aged child is trying to get from point A to point B for a reason other than exercise, travel time is important. Public transportation is a year round option regardless of weather. Money should be focused there. As a bonus, public transportation

Overkill on "road diet" and bike lanes WHEN NEITHER ARE BACKED OUT BY DATA! Simply a knee jerk

Neutral neighborhood intersections re who has the right of way. Neighborhood intersection street parking too close to intersections to see trafffc.

Not sure. Maybe you need to ask middle school kids.

Have you seen the web site Poeppleforbikes.org ? Grant opportunities.

A few safe connectors are still required in places.

Safe pedestrian/bike route connectivity from transit stops to areas of town still remains a problem in Durango's transportation network does not safely accommodate a middle-aged school child.

I love the river path.

I think more (numerous) , more clearly defined bike paths as well as bike parking could be beneficial.

Many of the trolley lines were eliminated in the last 5 years

Downtown area (especially during the summer when the bumpouts are in use should either be one way traffic or pedestrian only traffic.

there are not enough bike lanes, especially on busy roads like 32nd street and junction creek road.

Walking feels unsafe, when even at designated crosswalks many cars simply do not stop for look at ways other bike commuting countries have their systems setup.

We are doing a great job of moving towards completing the vision. We have more work to do before we reach the goal of creating "a fully-connected transportation network that provides for an

We are doing a great job of moving towards meeting this vision. We have a lot more work to do before creating "a fully-connected transportation network that provides for an outstanding transit, bicycling and walking community in Durango." Main Ave is a serious issue for the safety of cyclist and

There is still too much traffic and I don't see city transportation in my neighborhood. A lot of streets

Well, you're pretty much taking your life into your own hands when you decide to cross Camino Del Rio or north Main Ave. The sidewalks in my neighborhood are a mess! On a positive note, the connection

Marking the routes and lines constantly and consistantly on the road surface are best for the distracted SOVs still own the road without attention and consideration for other modes of Multi Modal Transportation. It's not safe to ride a bike on many roads.

Increasing traffic makes biking dangerous in some areas. This is particularly true on the north side of town. Crossing North Main is difficult on a bike, but more and better connectivity to the West Side

There are very few safe routes for crossing Camino Del Rio, especially near the high school and Mountain Middle School. Moreover, the River Trail does not feel safe for youth on their own.

Some areas of the City still needing greater connectivity to safe routes - e.g. Hawk, college & 8th, north main. Cultural / social changes also needed to support this vision.

Sidewalks throughout town and in neighborhoods are in desperate need of repair. Crosswalks could use better planing and updating in many places; some dangerous intersections include: 3rd Ave at 15th st/Florida Rd(road here BADLY needs to be reimagined as well), signs directing walkers to use appropriate crosswalks from 9th St to Main on Camino could increase safety(and maybe adding one more at new hotel/vitamin Cottage turning lane would be helpful), crosswalk at Camino and Main could use reimagining, pretty much all crosswalks on Main going N past Camino intersection can use

Transit schedules seem to be sporadic and does not serve neighborhoods on the West Side very well

The trails are not safe for adults, I will never allow my middle school aged daughters walk alone. I grew up in Durango where I walked and biked every day all over town from a young age. Now I will not walk

Not sure I would allow my middle schooler to bike or get transport to their school independently due

Durango has done a fairly good job (better than most!), but there is always room for improvement -- particularly in the context of SAFE paths and lanes for bikes and pedestrians. I believe we are on the It can always get better.

Improvements in sidewalks is appreciated, bike lanes are appreciated, but not sufficient to course

Main Ave. crosswalks, including the one on Camino Del Rio by City Hall bldg. are not safe to peds. FLashing ped-xing signs do not always stop motorists. The proposed 6th St. realignment past 3rd Ave. East to 8th Ave. is not yet complete, nor has the concept of maintaining motor traffic flow currently at 4 lanes down to 2 lanes been proven. And using bike lanes adjacent to motor lanes to create "friction" to slow traffic is both contrary to maintaining current motor traffic flows on 4 lanes, as well as may

I think there are a few places that still need our attention, such as the crossing at 11th and Camino, and the intersection of Florida and 3rd Ave. I also think we need to work on traffic calming in town- cars move too fast through neighborhoods and along major arteries. I live on 32nd, and I witness first hand how many cars speed and how many drivers are looking at their phones while driving (I am so excited to hear that traffic calming planning is in progress for 32nd Street). Yet I've rarely see people ticketed for such infractions. As traffic congestion increases, I find myself choosing walking and biking as the main sources of transportation for my family around town. I am so grateful to live in a community that has bike lanes, and the river trail, but I'd like to see a greater focus on keeping cyclists and pedestrians

We need more public transportation and improvement to make certain areas of town more pedestrian friendly (sidewalk connectivity throughout the grid around downtown, enforcement of snow clearing obligations, etc.) I appreciate the work you are already doing in this direction, we just aren't there yet!

As a town, I do believe Durango has a great bike community. I commute to work on my bike, and appreciate my options while simulatneously feeling safe.

With regards to the vision for kids, we are extremely close, but as someone living on the 'north' end of town, in the upper Crestview neighborhood, the public transit oportunties to get from downtown to here are limited. The bus stops along 550 are well spaced, yet getting from 550 up into the neighborhood is challenging. Depending on where Miller ends up, this could be an opportunity for change.

Another aspect still not achieved is the balance of bikers and runners/walkers on the river trail. I wonder if there are ways to expand it to allow for specific bike lanes, or at least to paint a center stripe to help guide all users.

Not enough safe bike passage without dangerous car traffic.

The current emphasis seems to be on making bicycling easier on main thoroughfares at the expense of drivers. This will inevitably lead to more car/bike accidents and more inconvenience for drivers.

I think that public transit, especially funding for it, is important and not prioritized enough.

The effort to extend the Animas River Trail and connect existing pathways has been great. It would be beneficial to connect the section near the Library to the other side of the river in some way. It would benefit those traveling from residential neighborhoods along Florida Road to North Main businesses.

The number of buses running, the number of stops around town and the hours that the buses run all need to be expanded. Especially the hours they operate.

too much traffic and conflicts on ART and other trails between bikes and other users

North Main and Camino del Rio are tricky to traverse.

N. Main a scary place for a pedestrian or cyclist. Also, there seems to be little or no police enforcement of speed limits anywhere in Durango.

Real people live in the County, outside city limits (in part, due to unaffordable housing in Durango); I believe the City should connect county and city transportation and should commit to collaborating with all transportation departments to improve connectivity across the county (city, county, senior services, 9R transportation, etc.) and I'd love to see all transit entities develop a seamless transportation system

There are still too many unsafe places for kids to cross main especially on the north end of town near

Because Durango has not met the vision. 3 Springs needs to be connected to the river trail network for

On the edges of the city, where county land interrupts city projects, the roadways are not safe for a middle-school student on their own. Additionally, crossing 550 is only safely permitted in a few zones.

We're getting there.

Dangerous crossings of Florida, El Camino, College, etc. Danger lies in speed. Slow down the cars.

Better education needs to occur for both cyclists and motorists. For cyclists, they need to follow the same rules of the road as to vehicles, namely stopping at stop signs, and stop lights.

For motorists, I have encountered numerous times where a vehicle is passing a cyclists and has crossed way over the double yellow line and is driving head on to oncoming traffic. As a motorcycle rider, this practice is extremely dangerous because we are already hard to see, and often the crossing over the double yellow line occurs on a corner. A traffic lane on a road is usually 12 feet, most cars are no wider than 6-7 feet. There really is no reason to be driving significantly over the yellow line when passing a cyclist.

Another educational point to hit is crosswalks. Bicycles are considered vehicles and do not have the

Limit cars on Main Street to allow safer biking conditions. Enforce cars' compliance with red traffic lights. There is a growing problem with multiple cars blowing red lights far after the light has turned red. Main @ 32nd, Main @ Rec Center, Main @ 21st are so dangerous. I've never once seen anyone

I tried to ride the transit bus, but it requires cash. Who carries cash these days? It's not safe to leave my bicycle anywhere without concerns of it being stolen even while locked. I wish there was better traffic enforcement. Walk through intersections at your own risk. Just eliminate cars on Main.

The bump outs are great. It's nice to enjoy downtown restaurants while seated outside. I'm

Much better commitment to bike lanes. Main St. , north main, 32nd, the river walk out to the hospital.

Continue a bike lane up Florida to Edgemont ( work with county) to name a few. Also Very

disappointed with new pavement on CR250 out into the valley with No consideration for bikes. If you

Better facilities along 32nd Street and CR 250. A grade-separated crossing of Camino Del Rio from the

An ebike or bike lane downtown. Traffic there is scary.

Bike lane continued up 32nd Ave.

Existing traffic laws being enforced.

Getting from the bike path to downtown is pretty horrible when using a bike. I never feel safe at crossings, and definitely don't feel safe riding on Main street. I have wished for years that Main was



Safer bike lanes and better bike/pedestrian connections would be great.

A small thing that would make a big difference is better signage for walkers and bikers. At the very least, please put signs along the Animas River Trail that direct users when they should get off for major stores and landmarks.

Even better would be a comprehensive signage system (as in the Netherlands) that would correspond to the trolley doesn't run late enough to be of much use. It needs to run at least as long as restaurants stay open downtown. The dollar fee now doesn't affect me, but a family of 5 visiting would pay 10 to ride back and forth and therefore would opt to drive. I don't understand why the trolley isn't free anymore. I know it is because of funds but come on, how are people going to learn if we don't make it as easy as possible for them. ? we need to do the right thing which isn't always the easiest thing. also, make transit free

Expanding and making more obvious to drivers bike lanes. Improving the river trail between downtown and 32nd by widening and re-surfacing. Traffic calming.

The River trail is wonderful but parts are jarring on a bike. Smoother placement replacing older areas?

Transit stops and frequency limitations are roadblocks for use if you do not live close to Main, especially if you are older or not as physically capable. Walking a mile to go 3 or 4 blocks on a bus does not make sense. In addition, if you are grocery shopping, having to carry numerous bags on your return is unrealistic. Public transport only makes sense when it is convenient, accessible, timely and frequent.

The focus on bicycle use, although not without merit, is unrealistic for the majority of residents. A re-evaluation of its priority is warranted, with efforts and dollars spent on more universal benefits. This is not to say we shouldn't have safe and effective bike paths, but that they should not take precedence over other forms of transportation with regard to traffic flow and parking including parking in residential areas.

Walking is often challenging due to poor sidewalk conditions. We often find ourselves walking in bike paths or streets as a result, but then are confronted by bicyclists and vehicles which creates a hazard for both. Sidewalk improvements would benefit everyone.

~~Another challenge is that bicyclists in this town seem to believe they have the right of way over every~~  
Just more bike lanes and fewer cars.

Finish connection to three springs.

The multimodal group has a stated goal of increasing trail connectivity in town but I don't really think it's much of a priority. I have suggested a number of places in north Durango near my neighborhood where connections could be made and don't think any have been seriously considered. They are: - connect the alleys behind the Chamber of Commerce with a footbridge over Junction Creek. - develop a new Animas Mountain trailhead at the DOT building on north Main. - Improve the trail connection from Junction Creek road (near Miller Jr. High) to 29th street. - create a safe path or sidewalk along Junction Creek road to the Dalla trailhead. - obtain easements to create a trail from Needham school to Miller along Junction Creek.

~~And there are others. I understand not everything is easy, but the initial city multimodal attitude~~  
Stop letting the bums ride for free. Kids don't want to take transit with all of the bums.

Better paved surfaces/wider trail/more lighting on river trail.

<p>There are good places to park/lock bikes downtown but neither of the City Markets are bike friendly, nor Kroegers, nor Walmart, etc. Other than downtown, the stores and shopping areas are not bike friendly.</p>
<p>Parking areas outside of town to access Public Transit. Make Main Street South of 7th or 8th Street a Public Mall. Get rid of the curbs and aesthetically let restaurants have outdoor seating. Much like cities</p>
<p>Bike and ped crossings are needed on US550 north of 32st. Increased traffic has made it unsafe and</p>
<p>Park and rides, parking garage</p>
<p>Transit available in county</p>
<ul style="list-style-type: none"> <li>- Complete the sidewalk on E 2nd between 13 and 14. (The house with large stones that move around and are a hazard.)</li> <li>- Install a curb or similar to stop Famburger patrons from blocking sidewalk.</li> <li>- Add navigation signage at confusing spots on ART. Tourists consistently get confused finding the through route going south at 9th. I'm sure they will at the new spur to Holiday Inn too. Signs would help behind the high school too.</li> <li>- While signing ART, also point out routes to popular destinations that are nearby. For instance, there's no formal callout for the Library/Botanical Garden, no sign pointing out how to get downtown.</li> </ul>
<p>More enforcement of red light runners, especially in North Durango. Crossing via bike or pedestrian is</p>
<p>I live in Three Springs and work from home. My #1 reason for driving to town (Durango) is for shopping (especially groceries). I don't know of a way to use public transit when transporting several bags of groceries. Connecting the river trail to Three Springs will be very helpful for non-shopping trips to town</p>
<p>Slow down traffic on hwy 160 between Twin Buttes and town! Also add official pedestrian crossings on hwy 160 at Twin Buttes Ave and Tech Center Drive.</p>
<p>Either shut down Main Street to motor vehicles entirely or make Main a one way and 2nd a one way.</p>
<p>ADA Curbs and signage. Better crossing in North Main area. Replace poor surfaces on River Trail. More river trail connectors to local neighborhoods.</p>
<p>You require an answer to the previous question but do not have an option for none. I was forced to pick one at random. I hope that wasn't on purpose so you get the results you want out of this.</p>
<p>None for me. I am self employed and rely on my own vehicle as a part of me service business. No</p>
<p>A closer transit stop would be nice but I understand why this is difficult. Sidewalk repair would</p>
<p>Better street lighting at crossings, better sidewalk lighting almost everywhere in town, 12th St crossing at Camino del Rio is dangerous - how about a regular stop light instead of a confusing HAWK light or, even worse, a multi-million dollar tunnel. Regarding this survey - selection of answers to questions seldom applied to me, an "other" text field would be nice and adding a text field for comments on the</p>
<p>I drive an EV. I would like to see more charging stations around town - like at the Rec Center.</p>
<p>In the future, build wider bike paths that have a separate section designated for pedestrians. Madison, Wisconsin has done this. Continue to add bike lanes on streets for safer commuting. Reduce the speed limit and enforce it on North Main, 32nd to at least 15th. Cars are going way to fast, over 40 mph. I have witnessed wildlife getting hit between 22nd and 24th and also see High School students crossing unsafely across all lanes of traffic. Continue to offer programs that have incentives like the Way To Go Program. Also continue with events such as the Clean Commute week and Winter Challenge. Durango</p>
<p>Slowing traffic in town to make walking/biking safer. I think the speed limit in the grid should be 15</p>

8 foot sidewalks everywhere within city limits. Especially in North end of town. Bike lanes everywhere in city limits especially from downtown to north of town. It's very very dangerous.

we need more biking and walking friendly streets.

More frequent buses & to more areas

For bicycles, the lack of connection between the river trail and the CBD/Boulevard neighborhoods is a real problem. Additionally, the lack of bike lanes through neighborhoods is a real issue if you're biking with small kids.

For transit, we would use it more if each route were bi-directional. The issue is that for most in-town

The painted bike lanes on Hwy 550 are not safe. We need better connectivity for bikes/peds. thru neighborhoods without getting on the highway or arterials. The city should not abandon alley ROWs where they provide connections. Separating bikes from cars would go a long ways towards improving safety. Visit Seattle to see how this is done. We are heading towards gridlock with our current policies

Dedicated bike/e-bike/walking corridors where safety with cars is no longer a concern.

Extended, continuous sidewalks and shoulders along roads. Extend this to Edgemont through

Lights are greatly needed around the DHS, library, fish hatchery area!! Students at schools should have incentives to ride transit to schools. Need to change the culture around driving. More police on bikes on trails are needed to. It would also be great for the city to put funds towards helping ski area buses

Overall would like to see better infrastructure for city biking. Despite being such a mountain bike mecca, biking around town feels very, very unsafe compared to other towns of similar size. Most of all I am looking forward to the bike path being connected out to Three Springs where I live. Right now the only direct option for getting into town is 160 which has become so congested and has so many

more light-controlled crosswalks on north main

Because at this time we do not live there, but spend some weeks each year, we most often use the rental car to get around. The biggest issue is finding a parking space. We usually get many quarters to do our shopping/touring, but driving round and round can get frustrating. We do have our favorite spaces, though. We have used transit, but not every year. If I lived in town I would probably use it often except for grocery shopping (or maybe I would). We are not there in the winter so I can't address what it's like then (was 1998 and hasn't Durango changed!). These questions make me wish I was a kid again and could walk down from our grandmother's home on 3rd and 23rd to Woolworth's and Richey's. I know we can't roll back the clock... :( I doubt I would use a bicycle because of safety issues (crazy out of town drivers). I also find the sidewalks a bit tight where restaurants have their outdoor seating. But I love the concept. The one car lane each direction is crowded. Thanks for letting me say my thoughts.

Bike lanes!

I plan on utilizing public transportation within a few years (I will be in my mid 80's). Several years ago I used the bus for about 6 months. I stopped when I began feeling uncomfortable with the behavior of other riders. I am hoping that when I need to return to riding the buses, that won't be a problem.

enhancing safety for cyclists - I'm hoping that the Camino crossing project will help, but I also feel that safety improvements for Main Ave. could make a huge difference for peds and cyclists. The improvements on Main that I hope to see: (1) dedicated cycling lanes; (2) reduced motorized vehicular access (in conjunction with emphasizing ped zones, the bump-outs, figure out what can be done to

The city/state have spent a great deal of time and money putting in bike lanes and green paint on the busiest roads in town. Being an avid biker I have ridden on Main before and after the bike lanes and it is a much better experience with the bike lanes. However it is still not relaxing nor would I want my children to ride in the lanes. I think money would be better spent on bike connectivity on secondary roadways and bike trails, wider sidewalks on secondary roads (like Florida and Goeglein). Also more east west connectivity would be great possible areas would be 32nd st corridor, Miller Needham DHS

The Florida Road path is the greatest thing this city has done for bikers/walkers in many years. Keep doing things like that, all over town.

Build underpasses all over town, including near College Drive and Camino del Rio, at 12th Street and Camino del Rio and up and down north Main Avenue.

Make it easier to bike and walk to the Bodo Park area. Honestly, it's easier to bike on U.S. Highway 550/160 (South Camino del Rio) than to take the Animas River Trail, because the trail winds and crisscrosses the river so many times, it is a waste of time.

~~These proposed improvements to 32nd Street. at least for bikers. is a waste of money. The road~~

Walking around Durango and on the Animas River Trail is often dangerous. My main concern is the multimodal use of the trails. As a pedestrian I have encountered cyclists not in full control of their cycles, traveling too fast in the presence of pedestrians, not announcing their approach and generally exhibiting a sense of entitlement to disregard rules and ride as they please. There are many careful and courteous cyclists, but the presence of a number of riders who are not, is a threat to safety. I am a woman in my 70s and no longer cycle, but enjoy walking and hiking. That pleasure is being endangered by rude and careless cyclists.

More offstreet parking. At some point, we need to realize that as we initiate new programs such as "bump-outs" to enhance the downtown area, more parking options must be made available to make up Dedicated bike lanes or bike streets. I lived in Portland for two years before this and rode my bike to work every day and all over the city. There are streets that are dedicated to biking, which made it much safer. They also had curb cut-outs and other safety features.

I would love to see completion of full width sidewalks throughout Durango, and a requirement that all subdivisions include them before they can be annexed. I would like to see Main Ave. downtown (say from 5th to 12th) made into a pedestrian mall, and perhaps a trolley that connects it to a parking garage at what is now the dirt lot at the train station and/or one at the fairgrounds. Lane markings on Sidewalks without cracks and other tripping hazards, also without snow and ice buildup in winter.

Complete the trail from Three Springs to the trail at Home Depot. Extend the trail further up Hwy. 160.

What would make most of it better is the simple enforcement of traffic laws, including pedestrians who choose to walk out into an intersection of a right of way without as much as looking to see if it's clear. Also, Bikes aren't always so courteous to walkers. There needs to be more education of laws surrounding roads and traffic, as well as off-road trails, for operators of vehicles and bicycles. You a multi level car garage near downtown. Often we can't find a convenient parking place near our destination. Physical limitations prevent us from walking up hills and great distances.

Sidewalk on upper 32nd, more and better bike lanes

I live at Three Springs. Need I say more? Bike trail extension is the only thing that would decrease my use of my vehicle to drive into downtown Durango. I have an ebike and would use it sometimes to get to downtown Durango during good weather periods (i.e., not during the winter and not during periods of expected rainy conditions). Also, I am retired so I don't need to drive downtown very often. In Gold Level Biking Community - WHAT a JOKE, Rub your belly and pat your back doesn't that feel good.

There is absolutely 0% inside the City Limits of Durango that is solely dedicated to Bicycle Traffic. SHARE-O'S Another Joke, Do you want to see the bag of "SHARED" items that I have collected. The space that has been allocated to cars needs to be addressed. I do not want some paint on the street and the city thinking it has done its job in creating spaces for bicycle travel.

If you are part of the team that worked on Florida Road, please pay the city back your salary and your retirement plan and quit wasting our money.

I see that The City of Durango stores It's Sand on the designated Bike Lane most of the year.

Please study what has been done in the Netherlands.

It can be done we just need those IN CHARGE to start to take things seriously. In the Netherlands I saw flocks of kids riding their bikes to school. In America children are confined to the block they live in for safety reasons. I consider this a "TAKEING" where we have deprived our society of so many things because CITY PLANNERS gave into the car industry. CRIMINAL ACT, maybe no current man made laws are against it on our books but I am sure it is on Mother Earths Books.

<https://youtu.be/b5gSUORm9wo>

Here is also what is happening with E-Bikes: <https://youtu.be/wM8Xli2KTzI>

Watch "US Streets Are Dangerous. We Can Fix Them! (feat. @City Beautiful) | Overview" on YouTube <https://youtu.be/TXbUIQ9Yjk4>

Watch "What We're Getting Wrong About Local Economies | Lovett or Leave It" on YouTube

Gold Level Biking Community - WHAT a JOKE, Rub your belly and pat your back doesn't that feel good.

There is absolutely 0% inside the City Limits of Durango that is solely dedicated to Bicycle Traffic. SHARE-O'S Another Joke, Do you want to see the bag of "SHARED" items that I have collected. The space that has been allocated to cars needs to be addressed. I do not want some paint on the street and the city thinking it has done its job in creating spaces for bicycle travel.

If you are part of the team that worked on Florida Road, please pay the city back your salary and your retirement plan and quit wasting our money.

I see that the City Stores It's Sand on the designated Bike Lane most of the year.

Please study what has been done in the Netherlands.

It can be done, we just need those INCHARGE to start to take things seriously. In the Netherlands I saw flocks of kids riding their bikes to school. In America children are confined to the block they live in for safety reasons. I consider this a "TAKEING" where we have deprived our society of so many things because CITY PLANNERS gave into the car industry. CRIMINAL ACT, maybe no current man made laws are against it on our books but I am sure it is on Mother Earths Books.

<https://youtu.be/b5gSUORm9wo>

Here is also what is happening with E-Bikes: <https://youtu.be/wM8Xli2KTzI>

Watch "US Streets Are Dangerous. We Can Fix Them! (feat. @City Beautiful) | Overview" on YouTube <https://youtu.be/TXbUIQ9Yjk4>

~~Watch "What We're Getting Wrong About Local Economies | Lovett or Leave It" on YouTube~~  
Up to date signage and marking on bike paths and bike lanes.

No bicycles ( standard or motorized) on walking paths. Bikes go to fast and I am concerned for safety.

The city postponed an already approved and funded improvement to a crosswalk with sidewalks at Roosa so it remains dangerous.

How to deal with people who live outside of Durango but work full time in Durango.

More segmented lanes/isolation from cars to make bicycling or walking safer and more streamlined.

Getting people out of their cars should be a primary goal across town.

Completing the bike path out to Three Springs

Purgatory Transit!!!! It would help FLC students to access the resort for work and play, as well as provide work for locals and much needed labor at purgatory resort. Gunnison-Crested Butte has an Improved facilities especially dedicated bike lanes.

Durango needs much better bike racks placed around the city which will detour theft. Very expensive bikes are being stolen and never recovered which is a huge concern for bike owners. The Daybreak Rotary Club of Durango has recently created a program to furnish and install qualified non-profit organizations approved racks at no cost. For profit organizations can purchase standard as well as repaving the animas river trail. parts are very painful on a bike.

dedicated and wider bike lanes.

I live outside city limits. There are very few options for carpooling into town. My mom is disabled, lives with me and is carless. There are no options for her to get into town for Dr appointments or grocery shopping. I also had heard rumor at one time of a bike trail from Bayfield to Durango. Is that still in the

I feel Durango has terrible drivers! If there was a more visual presence of law enforcement officers perhaps drivers would pay closer attention to the task at hand. I don't know if there even is a traffic enforcement crew. There should be. I do not feel safe driving, walking, cycling in this town.

Find an alternative marking system instead of the green hash marks for bike/car merging areas at 9th and Camino del Rio and 32nd and Main. Green should mean a safety zone not a hazardous merging zone. Check with Vancouver, British Columbia about what they did. They endeavored to create bike safety for "ages 8 to 80"; the picture of an unsafe area to be changed was of a hazardous green merging zone, identical to those mentioned above. I'm curious what the safer zones look like after completion of the project.

Downtown parking facility.

Safer bike lanes

Slow speed limit

Shoulders on the sides of roads!!! It seems to take this city forever to complete all the studies needed for a bike lane and by the time the study is completed it is obsolete (ex CR 251 which I know you will say is a county problem and not the city's jurisdiction but the city and county have been fighting over who should pay for a bike lane here for decades). Another example, Junction Creek Rd. A simple shoulder would do more to improve traffic ( esp bike and ped) in these areas than anything, especially

Expansion of bus transit lines - those in Crestview area were deleted a few years ago.

Turn downtown into a pedestrian mall with a solar powered trolley

More, better maintained bike lanes

West side Bus service Crestview and Needham areas

the homeless people are my biggest and only concern. they have verbally and aggressively harassed me and others in my family countless times.

Make biking safer! We need wider bike lanes on Florida and the other popular routes. I truly risk my life riding from my home up Florida every time. It never feels safe. The biking community is a wonderful asset to our town. Bikes reduce traffic and pollution but the risk of is so, so high on several key streets.

I would love to have motorized scooters that we could rent such as Spin or Lime.

Plow the bike lanes in the winter. Don't let ice build up in shaded places. Require businesses to install USEFUL bike racks that allow locking of frame (U-racks, wave racks) and are not set too close to a wall for practical usage (examples of bad racks: South City Market, Walgreens Town Plaza). Require road workers to place temporary signs so they don't block the bike lanes! Add bike sensors and markings at intersections that don't have them.

Also, this was a terrible survey. My primary mode of transportation is my bike, but there was no way to answer question 2 "no, I'm happy with my primary mode." (You didn't even ASK about what my primary mode is - just "check off all the modes of transportation you use.") The things I consider obstacles to my transportation were not listed, but there was no way of adding them, and there was no way to say "there are no obstacles" (other than "not applicable", which more strictly means "I don't use this mode" - and there was NO "not applicable" choice for walking)! There was no way to answer the last question with "I rarely use a single-occupancy vehicle unless I am traveling a longer distance and/or need to carry more cargo than I can on my e-bike "

Complete ART to Three Springs

Overall, I find getting around Durango by most means to be acceptable. I prefer e-biking on pavement. Keep up the good work!

A few comments and exceptions:

Survey is lacking enough "not applicable" options.

I live over a mile from a transit stop at the north end of the Skyridge Subdivision.

Biking/walking on Goeglein/North College between Hillcrest subdivision and the bottom of the curves is terrifying. I won't let my middle school age kids do it to get to their friends houses. Traffic has increased substantially.

I have inquired for years via Councilors, P&R Director and Board, Multimodal Staff and Utilities Department about opening the access across the City Reservoir damn to foot/bike traffic from Hillcrest subdivision to the County Road. At most, I hear is that the Utilities Department is risk averse to travel across the reservoir property. Let's face it. If someone wanted to be destructive to the water supply or dam, current security of a wire fence installed with 9/11 grants wouldn't cut it. I don't see walkers or bikers crossing the dam as nearly a big of risk to the town's safety as a shoulderless, dark road such as North College.

The north end of Hillcrest and Skyridge are over a mile from a transit stop. This is contradictory to the current (2016) multimodal objectives. The simple solution is to connect them via the dam road to the stop at the County Road and North College by Tierra Vista subdivision.

I was riding the trolley yesterday and noticed a huge difference between the traffic on the 5:00 Main trolley and the 5:20 that I had to take because one of my meetings ran late. There are so many lanes on Main after the bridge, it would be nice to have an express lane for the Trolley system and HOVs. It would be difficult to integrate with existing bike infrastructure and turning lanes but they have

Safer crossings on roads like Camino del Rio and safer pedesrian crossings in town. Some motorists

Facilitating E bike routes/trails.

more transit routes

Bike lanes isolated from street

More and safer bike lanes, better crossing lights downtown, improved bus transportation -- run later in evening, policing roads where cars consistently go over the speed limit, consider the needs of wildlife

As a Three Springs resident, connecting the ART to Three Springs of course. We have to battle the gulches/Big Canyon or speeding cars/hwy 160 to bicycle in to town.

I live near Park Elementary and work at FLC. The bus up to campus is great, but the way home would take a very long time. I just don't have that much free time as a working parent. Thank you!

Daily morning & afternoon runs from Durango West II

Main Ave from the train station to Buckley Park really does not need cars. A more accessible walking/biking area would really serve the city well, and it would be such a nicer environment, too!



Eliminate some of the unnecessary stop signs which decrease vehicle efficiency causing lower gas mileage and increased emissions. Downtown parking should be free to those spending money and
Better distribution of the Transit System with shorter lead times (more frequent and more locations)
More off street connectivity of bikes
Fix the sidewalks (wider and all there)
To have the River path extend to Three Springs.
Close off downtown area on Main Ave for only foot traffic. From 11th to 5th. Cobble stone the street for vendors and a electric bus to take people up and down.
*More and improved bike parking.
*Park and ride (bicycle) option for folks who live out of town and would like to bring their bikes to get around.
*Education for vehicle drivers about cyclists / bicycle education for bicycle riders.
*Unobstructed bicycle pathways. EI, clean street shoulders void of signage, CLEAR bike lanes that aren't just faded white stripes or white paint bicycle emblems in the middle of roadways, street shoulders that are wide enough to safely bike (and don't just disappear such as on the 25th Street hill going up to
More connectivity in sidewalks and better bike lanes would be great. The amazing sidewalk that goes down Goeglien just ends in an empty lot with nowhere to go except into fast moving traffic and a
The crosswalk near 29th/30th streets would be very helpful as a north end resident.
A pedestrian bridge by the fire house where the flashing light stops traffic would be helpful for pedestrians and keep traffic flowing better.
Better timing between stop lights all through town from 27th-Home Depot would be helpful to keep
1. Please add lighting on the bike path between Animas Brewing and the Rec center. This stretch feels particularly unsafe in the dark for walking and biking.
2. Better bike lanes around town. Main Street, Camino and 3rd Ave all require bikers to enter into vehicle lanes when cars are parked or construction is happening.
3. Better crosswalks throughout Camino. The one at the commons building does not slow cars down, and flashing lights at the very least are necessary on North Main (19th st etc.), where there are
Transit running more often and longer hours
1) Add an official pedestrian crossing on hwy 160 at the Twin Buttes Trailhead. It is dangerous to cross while cars are flying by at 50 MPH.
2) Slow down traffic on hwy 160 between Twin Buttes and town. There are many residences along the
Trolley scheduling getting to stops too early and app updates, some transponders not working on
Biking
Better managed road construction/improvements. More biking routes.
Making bicycling safer by making designated bike lanes that are separated from car lanes with concrete
Eliminate cars from downtown and make it a ride/walk only location from Buckley to the train. Better transition on ART southbound from near Animas Brewing Co into downtown. Make it the City's responsibility to create safe, walkable sidewalks, not the homeowner's. In Animas City, I rarely use sidewalks because they are so inconsistent or in bad shape; I usually walk down the middle of the
Improved sidewalks on 2nd St near downtown. Improved College Dr bike and pedestrian crossings
Improve parking
Clean bike lanes of sand and trash on a more regular basis
Stop the snow and ice

I live in Hermosa and would occasionally use public transit if a park and ride option was available. The PJ's parking lot would be a great location for this based on it's size and central location. Generally, many (most?) La Plata County residents work in Durango and it'd be great if they had options to use conveniently/strategically placed bikes racks that aren't affixed too close to walls/buildings. Safer connectivity from the Rotary Park to downtown.

Larger and more bike lanes. Stop-light signal changes when on bike.

Reduce automobile speeds and automobile-priority spaces. The biggest obstacle to multimodal transportation for me is how easy it is to drive everywhere, and the safety concerns that come from lots of drivers at high speeds not looking for cyclists and pedestrians. Bike lanes, raised crossings, traffic calming, and better bicycle and pedestrian connections to the Animas River Trail are all necessary. This buses more frequent. Separated bike lanes (not just on side of the road). Making downtown main ave a pedestrian mall is a must. Would love to see a bike lane on the side of Junction going up to the Colorado trail, since so curvy. separated would be great there. Truck shares would be awesome. Few More pedestrian friendly environments near Main Avenue.

I would like the trolley to run later.

Please note I do not find any obstacles to walking around town but it wouldn't let me leave it blank.

Transit to/from outlying areas

I answered no because the section of bike trail to three springs has never been completed and because biking downtown to get anywhere is a nightmare. Actually, so is driving. I fear we have outgrown the

It may be appropriate to include E-bikes.

It doesn't really say anything, but generally it's okay.

I can't tell where the infrastructure is forming. Below is a link from Youtube that briefly explains how a good infrastructure works in The Netherlands.

<https://www.youtube.com/watch?v=c1l75QqRR48>

the problem with multimodal thinking is that it's trying to change behavior - one of the most difficult things to do. Just because you have bike lanes, it's not going to inspire non-bikers to hop on a bike and alter their commuting habit. I agree about the middle-school child concept, but sometimes there is overreach. For example, the awful notion of reducing College Drive to one lane each way is just about the dumbest idea ever. Have you seen what that road is like during the day? Both lanes are full. The lights are not synced. Intersection have a block-the-box problem. The "improvement" on East Third and College is a cluster. And all this is designed to push traffic to the 550/160 corridor, which is at failure during certain times. Spending a million bucks to make a road smaller isn't the way to deal with growth balancing with access. The people driving on that road are either trying to avoid 550/160 or going to FLC. Boulder reduced lanes and it only made the situation worse. Why must Durango emulate the People's Republic of Boulder? The other unintended consequence of the ad-hoc traffic light

It might include how the vision will also include energy and environmental improvements.

should have a "sustainable" aspect in its vision statement, so that maintenance, etc is part of it.

The Multimodal Transportation plan supports selected groups within the community (bike enthusiasts for example) while largely ignoring other groups, including those who need to use motor vehicles, those with physical disabilities, non-bike enthusiasts, tourists (our main economic source), etc. Bike and walking paths, as well as transit that limits routes in the winter, do not get me to work so that I can pay

Increased vehicle traffic is the detriment to multimodal transportation and the City's campaign for increasing the Lodging Tax, spending 55% on advertising for more tourists and traffic is definitely anti

It leaves out the most used mode of transportation which is private vehicles.
99% of the people in and around Durango use cars. Don't let the tail wag the dog. The 1% bicycle and pedestrians should not be allowed to further congest and create more dangerous driving situations for
The statement may capture the vision of the people who created the plan, However, the issue of equity (one of the so-called 6-Es) is not met. The overwhelming issue is a demographic one. Look at Durango's geography: hilly and narrow with large, separate population centers (Three Springs, North Main, Crest View, Twin Buttes, and the close in county. A large percentage of these residents (and most all tourists) cannot access (age, disability or tourists) CBD and the North Main foci with out driving to a central parking area and then walking/bus/bike to wherever. It seems we view the Durango demographic as being 25 to 50 year olds in great shape (and many of us are - but not nearly all). If you
In this statement, the word "community" means the relatively small number of people who have attended meetings and responded to surveys but not the community as a whole. My concern is not about more multimodal efforts but rather the blatant distaste for and action against vehicular traffic. For example, the plan for College Dr. is to make it "safe" for cyclists, even though it would be less expensive and safer to have the bike route run through the neighborhood streets. This would require some signage and perhaps making some of those streets into one way for vehicle traffic. But that is not an option considered by the multimodal forces. It appears their goal is more about controlling vehicle access to Durango. There is a growing number of senior citizens in Durango and we rely on our vehicles as a lifeline. Please remember that vehicle traffic brings the shoppers, diners, etc. from their
Vehicles are also a mode. Consider the need for adequate parkng.
Too few parking spaces. Main is too narrow for cars parking. Make downtown Main pedestrian only. 1) Dedicate another downtown space as the train has for park and walk to Main St.
It over reaches needs and prioritizes bicycles over low income transit services while ignoring or delaying the construction of a downtown high density parking structure. Maintenance of bicycle
It should include a mention of accessibility for disabled and differently-abled people.
cycling is still not very safe, need to rely less on green painted areas
How input was/is obtained is not very valid or reliable. Not representative of the community, just
Could it also include environmental and sustainability as well? Is there a PPP (Planet, People, Profit) approach to planning and decision-making at the city?
Needs to invite SOV owners to embrace Multi Modal connectivity. Current statement ignores the need to remove friction by explaining seamless transition between modes of travel.
I think there needs to be a mention of equity in the statement. We want to make sure these systems are accessible for people from all backgrounds and income levels.
Perhaps expand to be highlight inclusivity and equitable access? What constitutes an "outstanding" transit, bicycling and walking community? E.g. accessible, sustainable/environmentally preferable, supporting a vibrant community, recreational etc.
Bike lanes are not connected or non existent with no plan to connect. Downtown is not conducive for
Higher priority commitment to grade separated transportation network for bikes and peds
What does "outstanding" mean? efficient in time? safe? fast? Also, what does "transit" mean? Motorized transport? Buses, trolley, private cars/motorcycles. Also, e-bikes are not speed controlled on bike paths thus endangering peds and other bikers when

The primary mode of transport for residents is still cars. Real estate prices in Durango dictate that a high proportion of wage earners live out of the town. The current multmodal network makes their lives more difficult, not something the City should be doing. The current plan also creates safety hazards. Drivers make mistakes all the time. Any time cars are in close proximity to pedestrians or bicycles, drivers will make mistakes and the pedestrians and bicyclists will get hurt. Sometimes badly. The system should encourage biking and walking on roads with less traffic, rather than main thoroughfares. For instance, a bike route that allowed fast, easy travel from College to 2nd street on

Be real...99% of us use vehicles almost daily..so we should be working to prevent more gridlock and directing non vehicle traffic away from major streets

The word "growth" should be in there somewhere. I urge everyone involved with transportation challenges in this community to look at Boulder as a window into the future of traffic problems. Just

Traffic has increased substantially in Durango. We need more people on foot, bikes or bus.

Fully-connected - I believe this is getting at cross-mode travel, but what is "fully-connected," when do we achieve that?

Outstanding - relative to what?

How about -

Goal needs also to connect to environmental sustainability and and be financially viable. Recognize trade offs and prioritize transportation pursue id SOVs