

Multi Modal Transportation Master Plan Update Meeting

7.25.16 Transit Center

1. Jason SWCI–

- Wonderful that the City is going through this process; doing a thorough job with projects so far. For example, the Florida corridor is extremely accessible. I can pass a family with a stroller on my wheelchair without having to go into street. Will be great to have this happen on North Main.
- Concerned with improving existing conditions – ART should be wide enough everywhere.
- For disability community, lack of accessible parking spaces downtown is an issue.
- We should build a parking facility while bond rates are affordable. Should include in the Plan in order to take advantage of cheap interest rates
- If you came here from out of state, you wouldn't be aware that a handicap placard allows you to park for free at any space. There should be marked accessible spots so that the most people can use it.

2. Bob Sieger in Hillcrest Estates-

- Need sidewalk from Hillcrest Drive at Goeglein Gulch to Skyridge. Was supposed to be built with Goeglein Gulch improvements, but it didn't happen. It's an unsafe section.

AB: it is in the plan. We've had a similar request to that (old Boker Lumber site). In order to get MMTMP projects funded, we have to go thru strategic process with MMAB and Parks and Red Advisory Board; projects are prioritized in strategic fashion. Projects are brought to City Council and funded thru budget process for following year. Squeaky wheel helps. If you have info and photos, they speak a thousand words and are very helpful. We are constantly taking feedback.

3. Lori? From 4 Core-

- Why are there so many different styles of crosswalks? Example in front of the Commons at Camino and 7th and a different one on Camino and 12th? I feel like I'm taking my life in my hands every time I cross 12th. There is always someone running that light. I avoid it at all costs because people don't respect that stop. There are 11 signs there and no one pays attention.

AB: CDOT turning Camino and 12th into full intersection signal in 2017 or 2018. There are different treatments for different intersections. RFB in front of Commons is meant for crossings like that. The HAWK signal at 12th – don't know why people have a hard time following the rules of the HAWK signal and not sure how to fix it. When it was first installed it wasn't tied into auto timing, now you have up to a 90 second delay. Most frustrating to drivers is when a user hits buttons and then crosses without waiting for signal. Please wait for compliance if you're a pedestrian. May see another HAWK going in on college to help with school crossing at Park – would be part of a 4 lane to 3 lane road diet. These are official traffic signals, but Camino isn't the right place to have a HAWK.

4.

- Need more education about these two sets of lights. A lot of people need education.

- People don't know the rules
- If there's a truck in front of you, you can't see the signs. Lights along the road are better for visibility.
- AB: plows took those types of treatments out in Pagosa
- AB: we will request additional reinforcement at that intersection

5. Zara-

- I go to Mountain Middle School and commute year round; my school isn't a school zone so it's a problem when i'm riding to school because people speed
- Turning off Main onto 30th where this isn't a light; sometimes there's a long wait up to 5 minutes and there isn't a long enough break to turn – makes me late to school

6. John Viner-

- considering hawk light and southbound traffic is on a curve; people will speed up; should have an advanced warning signal; northbound is also difficult

7. Mary Monroe-

- wayfinding signage to trails could be better; specifically need horse gulch wayfinding signage
- at actual horse gulch crossing, it's so dangerous that people have to go half-way to make it all the way across; isn't even a painted crosswalk
- would like to see connectivity from Main up to Animas Mountain trailhead -- maybe sharrows?
- reduce impact on road by encouraging biking to trails
- there is no sidewalk in front of vitamin cottage and it's very nerve wracking

AB: addressing Horse Gulch concerns, in this year's budget we are requesting design and engineering on College and 8th; data supports road diet which would create 2 six-foot bike lanes, a travel lane in each direction and a center turn lane; looking at access control and making it a blvd with bump outs for sidewalks; RFB at 8th and 3rd with lighting and bump outs; if budget is approved as proposed, design and engineering will be done in 2017 and we are writing construction grant for 2018; we can write in wayfinding signage to the grant

8.

- I ride on 250 and Florida from bread up the hill; there is no bike lane
- On 250 there is no bike lane even though it could be expanded. It is dangerous there!

9. Ed Zink-

- Great stuff you're doing.
- I think we have a chance as technology comes along to address how streets, sidewalks and trails work together
- one of the things that has advanced is electronic bikes; we need to understand them better and we have to have forward thinking because they're new, but how do we integrate trail and street systems so e-bikes can be ridden on both?

- how do we design trails right and how do we get more information and data – e-bikes are the future. There is a whole electric assist movement development.

AB: we are researching the types of e-bikes and their usage; the city has an ordinance right now that bans e-bikes from hard surface and soft surface trails; it is an equal access issue.

10.

- I had a lungectomy and I was ready to give up road biking because I only have one lung. Bought my e-bike and it has given me new meaning. I love riding it and I'm not winded and I'm having fun again; it's like the first time you rode;
- if I want to get downtown, sometime I'm going to have to use the ART with my e-bike

11.

- e-bike prices are coming down so they are going to become more popular
- people may choose them as alternative to cars; momentum of e-bikes is coming at you and accommodating them on the ART with a speed limit will be necessary;
- e-bikes are quiet, clean, not taking up parking space ; city should try to accommodate them

12.

- spoke to members of Parks and Rec and they said they voted to unanimously bar e-bikes from river trail; people don't realize they are pedal assist and not motorized; I'm 78 with a laundry list of medical problems – some days I wouldn't be able to leave my house without having an e-bike.

13. Lori 4 CORE-

- I was on original planning board for ART and one thing we suggested was a walking lane on the River Trail ; seems like you could accommodate lanes that were designated for certain modes
- maybe a stripe down the middle like Aspen has

14. Zara-

- Rode an e-bike on high country rides with my dad that I couldn't normally do; on trails that do allow them, the motorized vehicles are hard on the trails – maybe allow e-bikes and pedal assist and not motorized vehicles

15. Mary Monroe-

- Will give a handbook that defines e-bikes in classes that may make it helpful for education and enforcement
- people don't understand that they are pedal bikes and not motorized

16. Jason SWCI-

- It becomes a dangerous discussion, because where do we draw the line?
- I'm driving a motorized bike (wheelchair) so I don't like the ban on motors. It runs really close to discrimination.

AB: wheelchairs, segways and e-bikes with placard are allowed on ART; maintenance vehicles are allowed. Important to have community dialogue as we move forward because this will likely become a larger issue with where the bike industry is going. We need to put a lot of thought and care into accommodating many vehicles. Important to look at safety for all users. There are people that hit really high speeds on the river trail. Enforcement is one of the biggest issues that the city faces. Park staff doesn't have enough people to enforce speed limits; like the pilot program that Boulder did; education is huge piece of it.

16. Mary Monroe-

- There are ways to measure speed limit on the bike path; can flash speed limit.
- Can gather data through a trial and say if traffic triggers over speed limit more than a certain percentage each day, we can't do it.

17. Lori-

- Need signage at entry points to ART

18 Young dad-

- love improvements on Florida
- can you expand on 8th Ave north of college?
- on 8th and 8th – maybe could coordinate with FLC for funding

AB: that section wasn't part of speed study, but is part of overall project.

19. Bob-

- back to e-bike; can age qualify as disability?

AB: we have a senior transit pass, so maybe we could do a senior placard for e-bikes

20. Bob-

- Durango will have to pass exemption to CC ordinance. In order to do that, will need a recommendation. Hope that the MM staff will make a recommendation to CC that certain allowances be made; would like CC to be better educated on what e-bikes are; senior community won't be speeding

AB: will need to get with bike shops in town and do a ride-along with council. That could be the beginning of outreach and we will provide them with a memo overview with more info, but getting on the bike will tell the story. ART is under purview of P&R board, so we will add e-bikes to MMAB agenda and will work with Cathy to send info on to Parks and Rec. need joint discussion with P&R because there is overlap. 2 boards have a stake and an interest and it falls under purview of both. This is one of those topics that would be benefitted by citizen advisory boards

21. Frank from P&R-

- Hearing statements that e-bikes are just as safe as other bikes and would like to see proof of that.

- I've already been getting emails concerned about injuries to other people when you have a bike capable of hitting high speeds and are heavy.
- Should gather safety info and know for sure the extent to which they are safe.

AB: have to find data on specific bikes and apples to apples comparisons

22.

- asking us to prove a negative because there haven't been any e-bike accidents on trails
- you're operating on presumption that there would be collisions, but there's no evidence of that
- regular bikes are going faster or as fast as e-bikes could go
- would hate to see CC take attitude that they're approving a motorized missile that's screaming down ART

23.

- commuter e-bike is only 35 lbs
- they are getting lighter and they have speedometers on them
- saw a young man doing a wheelie down the entire trail – how safe is that in comparison to a commuter e-bike?
- Most users are trying to get distance and conserve battery, so don't go that fast

24. Frank-

- just hoping there is study out there to confirm safety
- there are people that are concerned about it, so education needs to be put together

JH: we will look at data that's available; people for bikes, etc.

AB: will have to educate general population on e-bikes; that it provides additional options for our aging population; creates more vibrant community in the long-run; will need to list data and frequently asked questions; Certain areas will likely need enforcement (like behind RCH)

25.

- We are all in agreement that safety and equal access to the trail is priority

26. Ed Zink-

- Would you like to have a demo? Folks who are passionate users would help educate;
- Are there opportunities to have a representatives for e-transportation

AB: an opening on MMAB in January; CC appoints those position; we will select dates to have demo days; MMAB, CC, maybe Parks and Rec; will put together some frequently asked questions and compile case studies – will have to get on study session with City Council

27.

- Dean Brookie said CC will revisit their ruling; when?

AB: not sure when, but will get on study session; will pass on info and would be a good demo time; will then go through ordinance process which takes a couple months (already have one 8/9)

28.

- changing heads on parking meters again; why can't you find one with a plug so you don't lose your card?

AB: that technology was antiquated and they quit making those parts; won't be replacing meters next year – can't afford it; current vendor sold to a different software company that has been responding to repair needs