

**21503 Needham Connect  
Phase 2 Project  
Public Comment Log**

| <b>Comment/Question</b>  | <b>City Staff Response</b>  | <b>Date</b> |
|--|---|-------------|
| A resident requested current driveway widths are maintained (they are not correct in design plan set).   | Existing driveway width configurations will be maintained.  | 3/7/2018    |
| A resident expressed concern with keeping the long hedge next to the sidewalk along his property. He does not want to lose the hedge during construction.  | The hedge may get trimmed during construction. The property line should follow the existing sidewalk. There are places where this does not occur, the ROW may encroach 6 to 12 inches into some front lawns, however we will try to maintain the hedge.   | 3/7/2018    |
| A resident requested to widen their second driveway up to 20'.   | The City will design the driveway slightly widened in the plan set, however, it may need to go through the Planning Division for approval. A deadline for approvals will be forthcoming.  | 3/7/2018    |
| A resident wants the City to really pay attention to drainage. There are know runoff and drainage issues along Columbine Dr, and she regularly sees flooding in her front lawn. In high water, her neighbor floods as well. Please check all drainage and storm drains very carefully. She may want her driveway widened as a part of this project and asked for exact bulbout dimensions to ensure one parking space is maintained in front of her property. In general, she expressed neighbors are very irritated by overall project. | Thank you for pointing out these drainage concerns. Some of the current drainage issues in this area are a result of settlement of the existing gutters creating low spots in the flowline profile. This settlement is largely due to the age of the existing curb and gutter. The flowline of the gutter will be lowered in this area and the grade adjusted to help facilitate drainage. Grades are being closely evaluated around all bump-outs. Additionally, our engineer and Streets Division are investigating the possibility of keeping the existing inlets and storm drain lines you mentioned or possibly replacing them with new inlets and storm drain lines. This will require utility potholing to determine any existing conflicts with proposed storm drain lines. Drainage design is on-going and additional detail will be provided in the 90% plan submittal.   | 3/7/2018    |
| A resident requested the City provide an approved list of vegetation for landscape strips.   | City staff will provide a list of vegetation options for landscape strips.  | 3/7/2018    |
| A resident was concerned about the enforcement of maintaining landscape strips, and keeping them free of debris and dog poop. Will code enforcement issue citations for property owners who do not maintain landscaping.   | Landscape strips are the responsibility of property owners to maintain.   | 3/7/2018    |
| A resident ask how mulched areas will get refreshed. How will they stay weeded and maintained cleanly?   | Landscape strips are the responsibility of property owners to maintain.   | 3/7/2018    |
| A resident remarked that the landscape strip adjacent to Needham Elementary School is not currently maintained. It serves as a bad example of an unmaintained landscape strip.   | Landscape strips are the responsibility of property owners to maintain. The property owner in the mentioned area adjacent to Needham Park and Needham Elementary School is Durango School District 9-R.   | 3/7/2018    |
| A resident had concerns that drainage is being properly accommodated for in the design plans. Are the bumpouts replacing the current storm drains? Please explain how this will improve stormwater runoff.   | Thank you for pointing out these drainage concerns. Some of the current drainage issues in this area are a result of settlement of the existing gutters creating low spots in the flowline profile. This settlement is largely due to the age of the existing curb and gutter. The flowline of the gutter will be lowered in this area and the grade adjusted to help facilitate drainage. Grades are being closely evaluated around all bump-outs. Additionally, our engineer and Streets Division are investigating the possibility of keeping the existing inlets and storm drain lines you mentioned or possibly replacing them with new inlets and storm drain lines. This will require utility potholing to determine any existing conflicts with proposed storm drain lines. Drainage design is on-going and additional detail will be provided in the 90% plan submittal.   | 3/7/2018    |
| As resident asked about the grant funding for this project and how much has been spent to date.  | No grant funding has been spent to date.  | 3/7/2018    |
| A resident asked if they would be able to keep their two driveways.  | Existing driveway width configurations will be maintained.  | 3/7/2018    |
| Will the sidewalks be widened on the west side to the street in addition to the east side?   | Yes, both sides of the street will received widened sidewalks as a part of this project.  | 3/7/2018    |
| A question and conversation ensued regarding landscaping for this project and adhering to LUDC requirements. Will the City follow LUDC requirements, except where stated deviations will occur?  | Yes, the City will follow LUDC requirements. For deviations from the standard street cross-section in the LUDC, a deviation letter will be signed by the City Engineer.   | 3/7/2018    |
| A meeting attendee expressed concerns with the Needham Connect Phase 1 Project along Arroyo Dr in regards to planting street trees.  | For Needham Connect Phase 1, we are working with Community Development to issue a letter of deviation, explaining the modifications that were made during that project to the standard right-of-way cross-sections due to space and utility constraints (see attached LUDC language). In addition, the City Arborist is continuing to seek out opportunities to plant street trees where appropriate.   | 3/7/2018    |
| A resident asked about options for planting street trees on the property on the east side of Columbine Dr.   | The east side of Columbine Dr is constrained with a sewer line that is ten feet from the proposed edge of sidewalk. As such, the only parcel that has enough space on the east side of Columbine Dr is along the City property on the southeast edge near the Columbine Dr and Cottonwood Dr intersection. The 30% design incorporates a total of 13 street trees. 7 along City property east side, 6 along west side.  | 3/7/2018    |
| A resident along Arroyo Dr requested for a couple trees to be planted in their front lawn, in private property. Will property owners be burdened with ongoing maintenance of street trees?   | Yes, except for pruning.  | 3/7/2018    |
| What is the current construction start date?   | Construction is anticipated in 2019. Final design is expected to be complete by summer 2018, and the City will go out to bid for construction in late 2018.   | 3/7/2018    |
| A resident asked for one or more speed bumps in place of narrowing the roadway for traffic calming.  | Traffic calming features introduced with this project include the narrowed travel lanes, bulbout locations (curb extensions) with landscaping in a chicane design, and shared lane markings (sharrows). According to the FHWA (see "FHWA Course on Bicycle and Pedestrian Transportation"), "by reducing crossing distances, sidewalk widening is used to facilitate easier and safer pedestrian movement. Reducing roadway width results in vehicle speed reductions. When curb extensions are used at intersections, the resultant tightened radii ensure that vehicles negotiating the intersection do so at slow speeds." Evidence-based examples of traffic calming effectiveness are included in the attachment. "Narrow Residential Streets: Do They Really Slow Down Speeds?", a NACTO Study, shows some speed reduction with narrow streets. Chicanes, which is the type of design proposed along Columbine Dr, are allowed according to the City's Land Use and Development Code (LUDC) design standards (Section 4-2-2-8 Traffic Calming). | 3/7/2018    |
| A resident expressed concerns with bicyclists riding in the narrow travel lanes. She has concern with children learning to rides bikes, riding in the same lanes as vehicle traffic.   | Traffic calming aims to make roadways safer by slowing down vehicle traffic. By slowing down traffic and narrowing the road, it becomes a safer shared road environment for all road users. If children are uncomfortable riding in the roadway, they can ride bicycles on the sidewalks, which will be widened as a part of this project.  | 3/7/2018    |
| What are sharrow lanes? Are sharrows mandatory for this project? In addition, Columbine Dr is not a designated bike route in the Multimodal Transportation Plan.   | <a href="#">Shared Lane Markings (SLMs), or "sharrows," are road markings used to indicate a shared lane environment for bicycles and automobiles. Among other benefits shared lane markings reinforce the legitimacy of bicycle traffic on the street, recommend proper b</a>  | 3/7/2018    |
| A resident requested we reconsider not painting centerline striping. He believes the centerline will help delineate and slow down traffic. Neighborhood street examples were brought up that do have a centerline, including Arroyo Dr, W 2nd Ave and W 3rd Ave. In addition, he requested stop signs at intersections to further slow down traffic.   | The average daily traffic (ADT) along Columbine Dr is less than 2,000 per day. According to the Manual on Uniform Traffic Control Devices (MUTCD), this does not warrant center line markings on Columbine. The MUTCD says that center line markings shall be placed on all paved urban arterials and collectors that have a traveled way of 20 feet or more in width and an ADT of 6,000 vehicles per day or greater (see detail here: <a href="https://mutcd.fhwa.dot.gov/htm/2009/part3/part3b.htm">https://mutcd.fhwa.dot.gov/htm/2009/part3/part3b.htm</a> ).  | 3/7/2018    |

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| Property owner (since 1956) considered with design. Any design for corner cuts of driveways. Concerned with curb cut and crosswalk in front of house. Would like to repave driveway with construction.   | Remove crosswalk in front of 2411 Columbine Dr. Check to see if curb ramp is in design.   | 3/13/2018 |
| 1. We have two driveways. In the plans, our smaller driveway, (2418A), is measured to be 7 feet 7 inches. The actual width is 8ft 1inch. Can it be expanded at least to that width? I know there is a property border on the south side of the driveway and an underground gas line on the north side. Please ask the engineers if this is possible or what needs to happen to make it possible. We have purchased a new camper trailer that is 8ft wide that will have to be backed onto that pad.<br>2. Between our two driveways is about 20 feet of 4.5 ft wide "L.S. Strip." It is the only part of that bump-out LS strip from the school to our neighbors at 2020 Columbine that does not have a tree with a root barrier. We are requesting a tree in that section in front of our house. We do have existing Aspen trees next to our driveway in the utility easement. We will have those existing trees removed during the sidewalk removal of this project along with the whole driveway replacement that we will arrange with the contractor. The Aspen trees grow into the electrical lines and would probably not survive well the sidewalk rebuild anyway. A tree in the LS Strip in front of our house to replace those trees is requested.<br>3. Can you please inform me of other landscaping/options being offered/discussed at the March 7 meeting so we can respond to other options that might be available? | We've further discussed the LUDC requirements for the driveways internally, and the LUDC only comes into effect when there is a qualifying improvement on the owner's side. If you were to add an improvement of 400 square feet or more to your lot, then it would kick in the public improvement requirements outlined in the LUDC. Since this is a City Project, unassociated with the actual lots for the most part, we cannot require lot owners to bring their existing conditions to code. If you are not doing any qualifying improvements, your existing conditions may be allowed to stay. So, you may maintain access to both your driveway cut (2418A) and pad cut (2418B) for your RV. I will request our engineer add the mentioned tree in the landscape strip. Its placement will be contingent upon utility siting and sight lines. Thank you! Absolutely, we are planning to offer property owners a choice for the bulbout landscaping of matching your existing landscaping in your front lawn, xeriscaping or landscape rock. Mulch will need to be placed in a 6' radius around planted street trees. | 2/24/2018 |
| we just finishing up a significant remodel at 2502 columbine dr. I haven't had time to review the safe route plan till now. In the plan it shows a bump out right where we access our back yard with our camper and we plan on building a future garage with ado if that gets approved, which it sounds like it should in this neighborhood. We are on a double lot so it seems like it's going to check all the boxes for compliance. Can we meet to discuss driveway options etc. before the project get finalized   | It was nice to meet you yesterday afternoon and discuss driveway considerations for your house at 2502 Columbine Dr. I am in the process of reaching out to Patrick Dressen and Planning Division staff regarding the ADU code changes and driveway implications. I'll let you know what I hear from them as soon as possible. We hope to see you at the March 7 meeting!   | 2/27/2018 |
| I'm the home owner at 2423 Columbine Dr. I was just reviewing the plans for the construction project and at my address it shows a 12 ft. opening for my driveway. Is there any way to change that to a 17 ft opening so that I can get both of my vehicles in the driveway. Also, there was some mention that for an extra fee the construction company would replace our driveway, is that still an option?   | Thank you for letting us know about your house at 2423 Columbine Dr showing a 12' driveway. As per the City's Land Use and Development Code (attached), each household can have 1 driveway up to 22' in width. Do you prefer the 17' width or would you like it designed to be 22' wide? There will be an option to have the construction company replace your driveway for an additional fee. We will provide contact information for the construction consultant once they are selected through a bidding process (anticipated in late 2018).   |           |
| Driveway measured at 15' wide, but second gravel driveways is measured at 10.' Driveways are labeled as 2500 A and B. Prefers to keep second driveway the same width (15' wide). Would prefer to have xeriscaping in bumpout in front of his property. Also had a question regarding circled 8s on design plan set.  | Thank you, we will accommodate the widening of your second driveway in the next design phase. For the landscape strip, your property will be indicated as a choice of top soil.   | 12/1/2017 |
| At our last Columbine meeting I needed to leave quickly. I had out of town visitors who had just arrived.<br><br>I want to thank you and the rest of the staff who have been working diligently on the plans for new sidewalks. It is obvious that hours and hours of time have already been expended on the project. Thank you<br><br>You are all very good about listening and not reacting to the silly bickering that characterizes these meetings. We are so fortunate that you and your colleagues applied for the grant and that this project received approval.<br><br>Yes, I probably will not like next summer's inconveniences during implementation (or the following summer when the street will be resurfaced). BUT I will be delighted when it is completed and the chances that I or others will fall will be much reduced.<br><br>I am one of the residents who wishes to replace her driveway. Please do keep me on your list for information about this possible happening during the sidewalk replacement period.<br><br>Again, thank you for making this happen for us, the residents of Columbine Drive, for the children who walk and bike this street, and for the many bicyclists who will benefit from the changes. Here's to you. Here's to safety!   | Thank you for your kind email and follow-up. I will be sending an email to all meeting attendees next week with an update on the design progress.<br><br>Have a wonderful weekend!  |           |
| Columbine Dr resident has concerns with high vehicle speeds, and school buses speeding along Columbine Dr.   | Discussion at October 5, 2017 meeting.  | 11/3/2017 |
| Columbine Dr resident has concerns with the corners of the 6" barrier curbs in their front lawn. The curbs won't allow them to park a car in their lawn or easily pull a lawnmower into their yard.  | Discussion at October 5, 2017 meeting.  | 10/5/2017 |
| Columbine Dr resident has concerns with the painted fire hydrant (red zone) area and the crosswalk at Columbine Dr and south end of Cottonwood Dr. The red zone was painted in front of their house, but not around the corner on the other side of the street. Residents do not understand the unequal red zone treatment.  | Discussion at October 5, 2017 meeting.  | 10/5/2017 |
| Columbine Dr resident thinks that the 8' sidewalks proposed in Option B are unnecessary. Resident recommends the 5' sidewalks on either side of the roadway.   | Discussion at October 5, 2017 meeting.  | 10/5/2017 |
| Columbine Dr resident would like to see the utilities (electric conduit lines) buried underneath the roadways with the sidewalk and pavement improvements.   | Discussion at October 5, 2017 meeting.  | 10/5/2017 |
| Columbine Dr resident commented that if we do propose landscaping in the designs, the City needs to make the existing landscaping look better/be a precedent for what the neighborhood can expect. Currently, the landscaping adjacent to Needham Elementary School along Columbine Dr on the east side is in poor shape and basically weeds. Resident would like to see whoever is responsible for this strip of landscape, City or School District, improve it before showing additional design plans for Columbine Dr so neighbors have a good impression of how the landscaping can appear.  | Discussion at October 5, 2017 meeting.  | 10/5/2017 |
| Columbine Dr resident asked how many parking spots are on the street now and how many spaces would both Option A and B provide. Plus, the difference between parking spots today and the proposed designs.   | Discussion at October 5, 2017 meeting.  | 10/5/2017 |
| Columbine Dr resident commented that Option B would not provide enough on-street parking for visitors.   | Discussion at October 5, 2017 meeting.  | 10/5/2017 |

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| Columbine Dr resident has concerns about the bulbouts being dangerous for traffic. i.e. the bulbouts would cause obstructions for vehicles in the roadway.  | Discussion at October 5, 2017 meeting.   | 10/5/2017   |
| Columbine Dr homeowner commented they weren't every contacted during the Needham Connect I project.   | Discussion at October 5, 2017 meeting.   | 10/5/2017   |
| Columbine Dr resident asked if Safe Routes to School or school zone signage would be installed as a part of this project.   | Discussion at October 5, 2017 meeting.   | 10/5/2017   |
| Columbine Dr resident commented that currently the bulbouts at the school feed into a wide open Columbine Dr without any painted center lines. Resident asked if the yellow centerline could be continued for the length of Columbine Dr.   | Discussion at October 5, 2017 meeting.   | 10/5/2017   |
| Columbine Dr resident requested speedbumps to slow/calm traffic along Columbine Dr.   | Discussion at October 5, 2017 meeting.   | 10/5/2017   |
| Columbine Dr resident is in favor of the making the street safer for students and pedestrians.  | Thank you, improved safety, traffic calming and connectivity for all road users: students, pedestrians, bicyclists, school buses and vehicles, is the intent of this project.  | 10/5/2017   |
| Columbine Dr resident asked if we will be doing a traffic study for student drop-off and pickup numbers. The resident would also like to know the current traffic counts for vehicles, bicyclists and pedestrians.  | City staff explained that an Average Daily Traffic (ADT) count study has been requested from City Engineering staff. Safe Routes to School parent surveys from Needham Elementary School can provide bike-ped data for students. In addition, the National Bicycle and Pedestrian Documentation Project bike-ped counts performed September 12-16, 2017 can inform bike-ped traffic for students/commuters leaving the Columbine Dr area neighborhood. | 10/5/2017   |
| Columbine Dr resident is concerned about losing property in their front lawn.   | City staff explained that an Average Daily Traffic (ADT) count study has been requested from City Engineering staff. Safe Routes to School parent surveys from Needham Elementary School can provide bike-ped data for students. In addition, the National Bicycle and Pedestrian Documentation Project bike-ped counts performed September 12-16, 2017 can inform bike-ped traffic for students/commuters leaving the Columbine Dr area neighborhood. | 10/5/2017   |
| Columbine Dr resident asked for bike-ped data in the area as the neighborhood is a bike thoroughfare.   | City staff explained that an Average Daily Traffic (ADT) count study has been requested from City Engineering staff. Safe Routes to School parent surveys from Needham Elementary School can provide bike-ped data for students. In addition, the National Bicycle and Pedestrian Documentation Project bike-ped counts performed September 12-16, 2017 can inform bike-ped traffic for students/commuters leaving the Columbine Dr area neighborhood. | 10/5/2017   |
| Columbine Dr resident would like the design team to consider bike traffic in the design process.  | Discussion at October 5, 2017 meeting.   | 10/5/2017   |
| Columbine Dr resident is concerned about mountain bike traffic. Resident is concerned with the "choking off" of the roadway along Columbine Dr with the bulbouts.   | Discussion at October 5, 2017 meeting.   | 10/5/2017   |
| Columbine Dr resident had a question about the number of parking spaces along Columbine Dr.   | City staff estimates there are approximately 120 parking spaces along this stretch of roadway. The design will maintain at least 1 parking space per house (there are 54 residences).  | 10/5/2017   |
| Columbine Dr resident had a question about who maintains the different aspects of the project: the roadway, the sidewalks and the landscaping.  | City staff explained the roadway will be maintained by the City Streets Division, the sidewalks and landscaping are to be maintained by the property owners.   | 10/5/2017   |
| Columbine Dr resident requested communication about the responsibilities of the City and the homeowner.   | Discussion at October 5, 2017 meeting.   | 10/5/2017   |
| Columbine Dr resident had a question regarding the property owner's right-of-way.   | City staff explained the back of sidewalk to back of sidewalk width is 46', which the surveyor determined during a site visit. The actual right-of-way is closer to 50', but the City is maintaining a 46' width for design plans.   | 10/5/2017   |
| Columbine Dr resident asked about the width of the current roadway.   | City staff explained the back of sidewalk to back of sidewalk width is 46', which the surveyor determined during a site visit. The actual right-of-way is closer to 50', but the City is maintaining a 46' width for design plans.   | 10/5/2017   |
| Columbine Dr resident asked if the Option A bulbouts have a minimum width to be effective and why there are different lengths of bulbouts. The resident requested homeowners be contacted regarding the bulbout placement.  | City staff explained the bulbout widths and details will be refined through the design process.  | 10/5/2017   |
| Columbine Dr resident asked if a resurfacing of the roadway will be included as a part of this project's construction.  | City staff explained a resurfacing will be the second phase of this project.   | 10/5/2017   |
| Columbine Dr resident had concerns with 8' sidewalks becoming a bike path instead of a sidewalk and being less safe.  | Thank you, very good point.  | 10/5/2017   |
| Columbine Dr resident asked about driveway replacement in tandem with the project. Resident requested that City staff notify the neighborhood as soon as possible who the construction contractor will be so they can plan accordingly and receive a quote from the selected contractor for the cost of driveway replacement. | City staff will notify all interested parties once a contractor is chosen for construction with contact details.   | 10/5/2017   |
| Columbine Dr resident had concerns with the road base under Columbine Dr. The resident shared their driveway often floods and is damaged. The engineering for the entire roadway needs to be improved.  | City staff will notify all interested parties once a contractor is chosen for construction with contact details.   | 10/5/2017   |
| Columbine Dr resident expressed concern for snowplowing in Option A. The concern is the bulbouts would be harder to snowplow around.  | Discussion at October 5, 2017 meeting.   |             |
| Columbine Dr resident asked about the public process for this project. Specifically, they wanted to know if these are the only two design options now being considered.   | City staff explained the purpose of the October 5 public meeting is to decide upon a preferred design scenario from the two options to carry forward through the design process.   |             |
| Columbine Dr resident stated they'd rather not have any improvements to the roadway.  | Discussion at October 5, 2017 meeting.   |             |
| Columbine Dr resident had drainage concerns and would like to know how drainage will be improved.   | Discussion at October 5, 2017 meeting.   | 10/5/2017   |
| Columbine Dr resident asked if the ADA ramp at Cottonwood Dr would be fixed so that the sidewalk is continued along the east side of Columbine Dr.  | Discussion at October 5, 2017 meeting.   | 10/5/2017   |
| Columbine Dr resident shared that rental parking throws the counts for household parking off. Considering many homes are rentals, resident asked if this will make any changes to the parking requirements. Additionally, resident asked about code enforcement for abandoned/parking vehicles for a long period of time.     | Discussion at October 5, 2017 meeting.   | 10/5/2017   |
| Columbine Dr resident asked out the trailer-trash filled abandoned vehicles that currently line the south end of Columbine Dr adjacent to the City parcel of land.  | Discussion at October 5, 2017 meeting.   | 10/5/2017   |
| Columbine Dr resident expressed concern with losing the rollover mountable curbs.   | Discussion at October 5, 2017 meeting.   | 10/5/2017   |

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| <p>We will be at the meeting on October 5th to voice our approval, but we love the current design. We are home owners (since 2005) and live at 2420 Columbine Drive. We just saw the designs and have no issue with the current proposal and design. We have two daughters that went to Needham (now Mountain Middle School) and we walk and ride our bikes everywhere. We have no problems with the parking being on one side as it will make it safer for our neighborhood and slow down the ever increasing speeders in our neighborhood. We are very happy with the larger sidewalks with the landscape strip on the side where we live as it is where all the kids in the neighborhood walk. We were afraid that the design would not take into account what side of the road the majority of people walk on, but you did, so that is great.</p> <p>Thank you and wanted to voice our approval in writing before the meeting.</p> <p>Thank you.</p> | <p>Thank you very much! We appreciate you expressing your support for the conceptual design of the Needham Connect II project with 8' sidewalks and 2.5' landscape strips on the east side of Columbine Dr, and 5' sidewalks on the west side of the roadway.</p> <p>When we hosted a neighborhood public meeting on May 11, we received several comments that indicated removing parking on the east side of the roadway is not desired. As such, we have been working on preparing 2 other design alternatives that we will share at the meeting next week which provide improved sidewalks and a safer kids' route on the east side of the roadway, while not removing any of the on-street parking.</p> <p>We look forward to seeing you at next Thursday's public meeting.</p>  | <p>9/26/2017</p> |
| <p>As you recall from this email strand, I contacted you in May of 2016 about the street improvements related to my address at 2418 Columbine Dr. I am currently visiting Durango from overseas, and I have not been included in any information sharing for the design of our street. Friends tell me the design may already be decided. I hope this is not true since I have not had the chance to review the design. Can you please let me know where we are in the process. Please reply ASAP. We can come into the planning department office to review design plans if it is not available electronically.</p>   | <p>Thank you for contacting me. The design has not been decided upon. There will be a public meeting on October 5. Jennifer Hill, the City's multimodal coordinator, is lead on this project. Jennifer will be in contact with information on the public meeting and with other pertinent details. If you are unable to attend the meeting on the fifth, Jennifer can provide you with the information that will be presented at that meeting so that you may have the opportunity to provide your comments.</p>   |                  |
| <p>Thank you for sending us the preliminary plans. We do have a question. On our corner of Columbine Drive and Needham Circle I do not see a storm drain. There is an inadequate one at the present time. I'm hoping the elimination of a storm drain was an oversight and it will not be eliminated. We do have major problems when heavy rainstorm occur in the area west of Columbine Drive. Interested in having sidewalk replaced as a part of Needham Connect II project. Property address is out of project area.</p>   | <p>Thank you so much for your inquiry! During the design process, storm drains will be included as a part of the sidewalk and curb design.</p> <p>Please stay tuned for upcoming public meetings as we begin the design process.</p> <p>The City explained he can apply for the 50/50 sidewalk program.</p>  |                  |
| <p>I live on the corner of Delwood Ave and Clovis, and have been communicating with Levi Lloyd about strategies that can increase the safety of pedestrians (children) as well as decrease the speeding on Clovis. Levi recommended that I contact you in regards to Safe Route to Schools funding to install a flashing crosswalk sign to go along with the crosswalk that is already painted on Columbine Ave and Clovis. The traffic flow in the morning going east bound (or down) Clovis, is facing the sun, making it really hard to see kids crossing there. I think this feature would increase the safety of the kids walking to school.</p> <p>What are the steps that we would need to go through to start this process of consideration? I would like to be added to the email list for status updates.</p>  | <p>Yes, I am the correct contact for this request. My apologies on the delay, I was out of the office the past five days and catching up on emails now.</p> <p>In 2017, the City is in the process of completing design plans to update sidewalks and the roadway along Columbine Drive from Cottonwood Drive to Clovis Drive. The project will bring sidewalks into compliance with the Americans with Disabilities Act, the City's Land Use Development Code and provide much needed safety and accessibility improvements for students, parents, families, teachers and the neighborhood. This is a Safe Routes to School and Transportation Alternatives Program-funded project.</p> <p>In addition, the City was awarded a Safe Routes to School grant in 2017 to install school zone signage near identified schools. We are currently evaluating the location and placement of each of the signs, we did identify one location on Columbine Drive in the application.</p> <p>If you like, I can add you to the email lists for both of these projects so you can receive status updates.</p> <p>Thank you, and please let me know if you have additional questions.</p> |                  |
| <p>Thanks for including the neighborhood in shaping this project. This design of Columbine has worked since inception as evidenced by safety data presented. An aggressively designed solution to only meet grant criteria is folly. Harmonious integration of the plan &amp; neighborhood is essential. Fix sidewalks, 5' preferred, allow parking, Needham to Miller, 20 mph school zone.</p>  | <p>During the design process in 2017, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to maintain parking on both sides of the roadway.</p>  |                  |
| <p>Thank you for securing funding through grants! Priorities: Landscaping - lots!, No parking or parking on the west side only.</p>  | <p>During the design process in 2017, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to maintain parking on both sides of the roadway.</p>  |                  |
| <p>Keep in mind these are old neighborhoods &amp; we need to preserve them as best we can</p>  | <p>During the design process in 2017, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to maintain parking on both sides of the roadway.</p>  |                  |
| <p>I am all for new sidewalks. My only concern is taking up so much parking</p>  | <p>During the design process in 2017, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to maintain parking on both sides of the roadway.</p>  |                  |
| <p>Don't take away parking it will: negatively impact property values, wide streets are safer in winter, use entire row, we don't need 8' sidewalks.</p>   | <p>During the design process in 2017, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to maintain parking on both sides of the roadway.</p>  |                  |
| <p>We like parking, landscaping, concerns about snow removal</p>   | <p>During the design process in 2017, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to maintain parking on both sides of the roadway.</p>  |                  |
| <p>Scenario F seems ideal except you may infringe on some property for the 50' right of way. Option to help this would be: Make one sidewalk 5' &amp; one 6' instead of both 6', car travel lanes could reduce to 10' instead of 11'.</p>  | <p>During the design process in 2017, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to maintain parking on both sides of the roadway.</p>  |                  |
| <p>Parking on both sides please. The landscaping strip unnecessary</p>   | <p>During the design process in 2017, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to maintain parking on both sides of the roadway.</p>  |                  |
| <p>My biggest concern is that maximum care is taken regarding by 60 year old crab apple tree. She is magnificently beautiful, and I don't want her roots to be damaged. Thanks Please put me on the list for working with the Contractor for a new driveway</p>  | <p>During the design process in 2017, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to maintain parking on both sides of the roadway.</p>  |                  |
| <p>I already replaced my sidewalk, driveway &amp; landscaping after years of complaining. We have an apron to park 1 vehicle and 1 lane into the garage. We cannot lose any of the yard because car just barely fits on length of apron now. New \$2000 landscaping up to sidewalk- we donor want to re-do. There needs to be parking on both sides!</p>   | <p>During the design process in 2017, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to maintain parking on both sides of the roadway.</p>  |                  |

**21503 Needham Connect  
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Public Comment Log**

| Comment/Question   | City Staff Response   | Date |
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| We need parking in street. We have a single driveway like many, many people on Columbine. The single driveway barely fits 2 cars BUT it blocks the sidewalk when the 2 cars are parked in it. Put flashing speed limit "School Zone" lights along Columbine. Arroyo has not been good for it's residents. Guests have to park a block or two away. Trash can placement is an issue (Spring Cleanup-nightmare. As a business owner who pulls a trailer and picks up furniture, I cannot help anyone on Arroyo because I don't have enough room to back into driveway & open trailer without blocking sidewalk & one lane. | During the design process in 2017, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to maintain parking on both sides of the roadway.  |      |
| Indicate with paint on curb for the 5' no parking on either side of driveways. If one side parking, put handicap spot on that. There is a root of a stump that has disrupted sidewalk. Will stump be taken out? It is neighbor's stump at 2604.  | During the design process in 2017, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to maintain parking on both sides of the roadway.  |      |
|  | Key points during May 11 meeting: 50' right-of-way proposed in design cross sections. Current back of sidewalk is approximately 45'. The sewer and water lines have new valves and fully-cleaned lines. All stormwater inlets have hooded drains. This is a 2-phase project: Phase 1 is reconstructing the sidewalk, Phase 2 is repairing the roadway. In the last 5 years, there have been 7 accidents along Columbine Dr. |      |
| Meeting attendee mentioned taking 3' of sidewalk from short driveways would put strain on parking in driveway.   | During the design process in 2017, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to maintain parking on both sides of the roadway.  |      |
| Meeting attendee had concerns with encroachment into yards. Attendee asked of all encroachments would be equal.  | During the design process in 2017, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to maintain parking on both sides of the roadway.  |      |
| Meeting attendee stated that most households have one-car driveways with two-car households. In these instances, cars and trailers have to be parked on the street for many residents.   | During the design process in 2017, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to maintain parking on both sides of the roadway.  |      |
| Meeting attendee asked about the point of the landscaping strips. Who will maintain the landscaping strip and how does plowing work with the wider sidewalk and landscape strip?   | Discussion at May 11, 2017 meeting.   |      |
| Meeting attendees had concerns with the snow maintenance with the landscape strip and larger sidewalks accumulating more snow. This will equate to more shoveling, so where will residents put the additional snow?  | Discussion at May 11, 2017 meeting.   |      |
| Meeting attendee had concerns with the snow piles around cars and that these snow piles do not get addressed.  | Discussion at May 11, 2017 meeting.   |      |
| Meeting attendee believes narrowing roadway will make it difficult to maintain snow.   | Discussion at May 11, 2017 meeting.   |      |
| A meeting attendee asked of the project will resurface Columbine Dr.   | Yes, the resurfacing will take place as phase 2 in 2019.  |      |
| Meeting attendee asked about the last time Columbine Dr was resurfaced and why Columbine has not been prioritized prior to this project.   | Columbine Dr has not been resurfaced in decades. The project was not prioritized prior to this project as funding was not secured.  |      |
| Meeting attendee noted that the sidewalks and storm drainage have a change in elevation and there is an undulating nature of the sidewalk to the street.   | During the design process in 2017, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to maintain parking on both sides of the roadway.  |      |
| A meeting attendee asked if any traffic calming features will be included.   | Yes, traffic calming features will be a part of the new roadway design. During the design process in 2017, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to maintain parking on both sides of the roadway.  |      |
| Meeting attendee has concerns with the narrowing of the sidewalks and shortening driveways.  | Discussion at May 11, 2017 meeting.   |      |
| Meeting attendees commented the that storm drains on Columbine Dr and Needham Dr need to be improved.  | Discussion at May 11, 2017 meeting.   |      |
| A meeting attendee commented that the Clovis Dr side of Columbine Dr has water backup in the winter because the nearest drains is on Butte Ct.   | Discussion at May 11, 2017 meeting.   |      |
| A meeting attendee asked if the drainage near Clovis Dr meets FEMA requirements, especially narrowing the roadway.   | Discussion at May 11, 2017 meeting.   |      |
| Meeting attendee has concerns regarding the landscape strip. The long range example of landscaping is around Needham and it's been neglected; how will renters maintain the beautification of the landscape strip in front of their houses. Who enforces that property owners maintain landscape. How will the City ensure that renters are up keeping the landscape strips.   | During the design process in 2017, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to maintain parking on both sides of the roadway.  |      |
| Meeting attendee asked if the no parking will be 24 hours a day.   | Yes, the proposed no parking on the east side of the roadway would be in effect 24 hours a day.   |      |
|  | Yes, residents are suggested to contact the contractor for the sidewalk construction, when selected, to get concrete poured for driveway as the same time as the sidewalk construction. The cost will be paid for by the property owner for driveway improvements, however, the cost will be lower than a single driveway concrete pour.  |      |
| Meeting attendee asked if there is any way to replace driveways in conjunction with the project.   |   |      |
| A meeting attendee asked if residents will know the amount of yard loss prior to the sidewalk construction.  | Yes, the right-of-way and cross section dimensions will be determined during the design phase of this project.  |      |
| Meeting attendee asked about the timeline for this project.  | The design will be completed in 2017, construction in 2018-2019.  |      |
| Meeting attendee asked if the final plans will be open to the public.  | Yes, and the design plans will be posted at <a href="http://www.durangogov.org/needhamconnect">www.durangogov.org/needhamconnect</a> .  |      |
|  | Yes, City Council already approved the conceptual design for this project prior to the Safe Routes to School and Transportation Alternatives Program grant application submittals.  |      |
| Meeting attendee asked if the final design plans will require City Council approval.   |   |      |
|  | The public process provides a forum for public comment collection and feedback. All design plans and updated timelines will be sent to public meeting attendees via email notifications and posted on the website at <a href="http://www.durangogov.org/needhamconnect">www.durangogov.org/needhamconnect</a> .   |      |
| A meeting attendee asked how this group will help shape the project.   |   |      |
| A meeting attendee asked about safety concerns with cars parked at the end of driveways as they reduce visibility and you cannot see kids on sidewalk.   | During the design process in 2017, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to maintain parking on both sides of the roadway.  |      |
|  | During the design process in 2017, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to maintain parking on both sides of the roadway.  |      |
| Meeting attendee asked about any traffic calming or addition of speed bumps along the roadway.   | During the design process in 2017, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to maintain parking on both sides of the roadway.  |      |
| Meeting attendee commented that School District 9-R school buses go too fast along Columbine Dr.   | The City will contact School District 9-R will speeding concerns.   |      |
| Meeting attendee asked how the standard of the project will be duplicated citywide.  | The City's goal is to set high Complete Streets standards for nearly all transportation projects.   |      |

**21503 Needham Connect  
Phase 2 Project  
Public Comment Log**

| Comment/Question   | City Staff Response  | Date |
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| Meeting attendee asked if this would be a prioritized project without the grant funding.   | Columbine Dr has not been resurfaced in decades. The project was not prioritized prior to this project as funding was not secured.   |      |
| Meeting attendee asked where the money comes from to maintain the sidewalks in the future.   | The sidewalks will need to continue to be maintained by property owners in the future.   |      |
| Meeting attendee asked if a sales tax to pay for street improvements would also put onus on tourists to pay for sidewalk improvements.   | Any sales tax options will need to be explored as a community-wide initiative.   |      |
| Meeting attendee asked where people walk on Columbine Dr, and explained more often than not it is often in the street.   | The City is aware that many people currently walk in the street. It is the intention of this project to make the sidewalks a better place to walk than the roadway.  |      |
| Meeting attendee expressed concurs with existing trees along Columbine Dr.   | Any concerns with existing trees will need to be discussed with the City arborist.   |      |
| Meeting attendee pointed out 5 of the cross section options would require encroaching on property lines.   | During the design process in 2017, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to maintain parking on both sides of the roadway. |      |
| Meeting attendee ask about space needed for additional parking for 2 cars per household.   | During the design process in 2017, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to maintain parking on both sides of the roadway. |      |
| Meeting attendee expressed concerns with the 2 ft buffer/landscape strip.  | During the design process in 2017, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to maintain parking on both sides of the roadway. |      |
| Meeting attendee explained on street parking considerations are relative to snow removal.  | During the design process in 2017, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to maintain parking on both sides of the roadway. |      |
| Meeting attendee commented that the design has worked for 60 years; reducing the number of parking spaces puts a premium on remaining parking spaces along the west side of the roadway. | During the design process in 2017, the public will have additional opportunities for input on the cross section design of the roadway. Design scenarios will be explored to maintain parking on both sides of the roadway. |      |