



Summary of Comments from Neighborhood Meeting on Traffic November 12, 2009

Summary of Comments:

- Safety
- Slow traffic down
- Make intuitive
- Livable streets: attractive; easy to back out; parking availability

Issues:

- Make traffic circulation more intuitive/ instinctive
 - If not, it is dangerous for tourists and residents
 - Streets are “backwards” for visitors (reverse direction to make more intuitive)
 - Difficulty in directing people to Downtown
 - Need signage or intersections changes
- 1-way west misses the views coming into downtown from the west
 - Support downtown businesses with 2-way all the way
- Improve visual access to storefronts
- Hard to find parking downtown
- Effect of First St 1-way westbound = long freeway on-ramp
- Shift in direction is confusing for bikes crossing one-way streets

Concerns:

- Loss of parking
 - May be necessary in some cases to provide for emergency access
- 2-way makes parallel parking more difficult
- If streets become 2-way – need to avoid shifting traffic onto one street
 - Don't burden 1st St with more traffic
 - Concern about congestion from 2-way creating overflow traffic on other residential streets
- Want ability to back out of driveway
- First St will take the brunt of any change – not fair
- 1-way = wrong way drivers = unsafe
- 1-way out of town (as it is currently) is a bad idea

Want:

- Safety

- “Liveable Streets”
- Slow traffic - Traffic Calming needed between Hwy 29 and Jefferson
 - Bulb-outs
 - Congestion = slower moving traffic
 - OK to reduce efficiency to calm traffic
- Make street entrance to downtown inviting
- Honor historic buildings
- Improve pedestrian safety - crosswalks

Considerations

- Speed is a major issue
 - Lower speeds do not contribute to congestion
 - Pedestrian crosswalks contribute most to congestion
- 2-way all the way is intuitive
 - Would slow traffic down
 - Traffic calming
 - Gridlock is good because it is safer
- Can synchronize traffic lights to improve flow
- Bikes and Pedestrians need to be accommodated safely
- Until Browns Valley Fire Station is operable, don't slow emergency response
 - Safety for Browns Valley – police and fire access
- Any shift from 1-way to 2-way is confusing at the interface
 - Easier if 1 way in and 1 way out – makes sense
 - Best to change all to be the same pattern
 - otherwise confusing because inconsistent
- Would like stop signs at every intersection on First St
- Second Street – want no loss of parking
- Improve California @ First intersection
 - Opportunity to improve level of service at California + 1st
- Improve California @ Second intersection
- Be open to closing off some portion of First St to peds only
- Signage is important – consider radar signs
- Enforcement is important too
- Change of First St to 2-way results in First taking burden of traffic
 - Unfair to the First St residents
 - Longer response times to Browns Valley
 - Don't assume Browns Valley fire station is coming soon
 - Consider overflow impacts of changing direction of First on Clay St.
- Consider sustainability and get people out of cars
 - promote bike and walking as mode of transportation
 - reward is livability
- Need signage at Laurel/Jefferson intersection
 - Speed is an issue on Laurel – becomes an offramp for those who missed 1st and 2nd

- Truck loading zones in the middle of streets is problematic
- Don't focus on tourists at the expense of residents
- Historic preservation of old homes important
- Traffic won't save downtown
- Calm traffic on 2nd from 29 to Jefferson
- Take systemic look at entire traffic pattern, not just Downtown
- First should be a collector, not an arterial
- There will be tradeoffs for any implementation approach

Approach

- What is the problem to solve?
 - Decisions should be fact based
- Professional approach with analysis
- Use empirical evidence from other communities as evidence of what has happened elsewhere

Questions:

- What happened to the proposal for a roundabout at 2nd and California?
- Is it possible to spread the traffic more among 1st, 2nd, 3rd, 4th etc.
 - Problem is no time to consider the options because the off ramp is too close; need more drive time
 - Potential solution is a SPUI – Single Point Urban Interchange on overcrossing itself
- Are 1-way or 2-way streets the same lane width?
 - Yes, 8' parking: 12' lane: 12' lane: 8' parking
- How can we get cross town traffic out of downtown?
 - New local bridges over freeway?
 - Laurel? Pueblo?
 - More local connectors
- Pedestrian crossings – why not have the automatic pedestrian crossing signals?
 - Pedestrian signals extend length of signal timing
- What is the timing to effect a change?
 - Could vary
- Is it possible to set lower speeds in Historic Districts?
- Why not put an off ramp from 29 at 2nd St?
- How does a residential street operate as an arterial?
 - By virtue of its function
 - Arterial should not have any driveways

Past issues:

- 1994 neighborhood wanted:
 - Narrower lanes
 - Limited number of cars
 - Provide for public safety/emergency response

- No redlining of curbs
- No aesthetic deterioration
- National Historic Register District
- Maintain on-street parking
- Balance traffic between 1st and 2nd Streets
- No new turn lanes
- Concern about infrastructure cost to community