



TOWN BOARD WORK SESSION

November 9, 2020 - 5:30 PM

Town Board Chambers, 301 Walnut Street, Windsor, CO 80550 ZOOM:
<https://windsorgov.zoom.us/j/98005606558> OR join by telephone 888-788-0099 (Toll Free) or 877-853-5247 (Toll Free) Webinar ID: 980 0560 6558

GOAL of this Work Session is to have the Town Board receive information on topics of Town business from the Town Manager, Town Attorney and Town staff in order to exchange ideas and opinions regarding these topics.

Members of the Public in attendance are asked to be recognized by the Mayor before participating in any discussions of the Town Board

AGENDA

1. 7th Street & Walnut Street Transportation Projects - P. Hornbeck, Senior Planner
2. Future Meetings Agenda

The Town of Windsor will make reasonable accommodations for access to Town services, programs, and activities and will make special communication arrangements for persons with disabilities. Please call (970) 674-2400 by noon on the Thursday prior to the meeting to make arrangements.



MEMORANDUM

Date: November 9, 2020
To: Mayor and Town Board
Via: Shane Hale, Town Manager
From: Paul Hornbeck, Senior Planner
Re: 7th Street & Walnut Street Transportation Projects
Item #: 1.

Background / Discussion:

The Town's Transportation Master Plan identified 7th Street and Walnut Street as key transportation corridors in need of improvements to enhance safety and mobility. Town Board and staff determined these were potential "quick wins" and Town Board funded study and design of both corridors in 2020. With that funding and an additional matching grant from the state's Multimodal Options Fund, the Town selected a consultant team to lead these planning and design efforts. Staff and the consultant team will present the enclosed presentation to update Town Board on these projects and get early feedback. Also enclosed are public comments received from from the project thus far.

ATTACHMENTS:

- ▢ Presentation
- ▢ Public Meeting Comments
- ▢ Other Public Comments



TOWN OF WINDSOR

7TH STREET TRANSPORTATION STUDY AND WALNUT CORRIDOR BIKEWAY PROJECT

NOVEMBER TOWN BOARD UPDATE

NOVEMBER 9TH, 2020



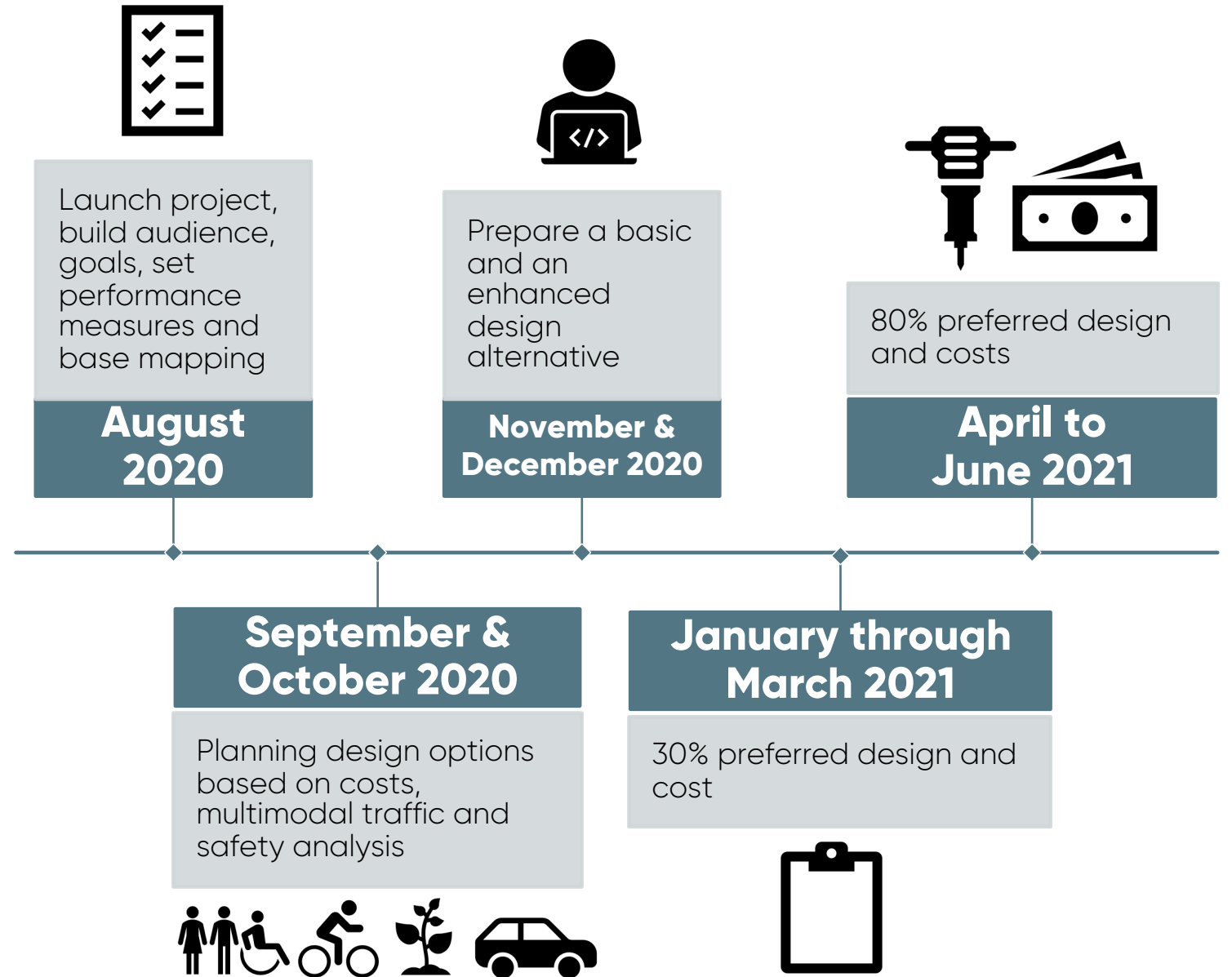


Town Board Presentation Overview

- Project Timeline
- Review Existing Conditions
- Community Input Summary
- Basic and Enhanced Design Next Steps

WHAT IS THE PROJECT TIMELINE?

AUGUST 2020 THROUGH JUNE 2021: SCHEDULE



Schedule Update

- November 9th Town Board Meeting
 - Review project timeline, goals, existing conditions, community input and direction on basic/enhanced option
- November 16th Project Management Team #4
 - Preview basic and enhanced design concepts
- December 7th and 10th Public E-Meetings
 - Review planning options, basic and enhanced concepts with polling exercise
- December 14th Project Management Team #5
 - Discuss feedback from community and adjust basic and enhanced concepts
- January 12th and 13th Public E-Meetings
 - Revised basic and enhanced concepts with polling exercise
- Late January Town Board Meeting
 - Direction on proceeding with 30% engineering plans for basic and enhanced concept

WHAT ARE THE EXISTING CONDITIONS?



July 1, 1920

FORD OVERTURNS BUT THREE PAS- SENGERS UNHURT

Mud at the corner of Walnut and West street, the blowing out of a tire and the attempt of two people to drive the car at one and the same time and each having in mind going in a different direction were the circumstances combining to cause the overturning of the Ford car in which the young people—one young man and two young ladies—were riding Sunday evening.

The car turned over but the three passengers escaped unhurt.

The occupants of the car were Henry Weinmeister, Miss Sophia Hettinger, and Miss Eichorn. They were headed south on West street and young Weinmeister says it was his intention to continue in that direction, but one of the young ladies decided to have him turn east on Walnut street, and he says she caught the steering wheel to help turn the machine. At about that moment the tire blew out and mud was encountered and with the speed of the machine too great for the turn anyway, upsetting was about the easiest thing on earth to do.

The escape of all three occupants from serious injury or death was little short of miraculous.

Oct 4, 1934

Four Persons Hurt In Auto Collision Here Sunday Night

Four Windsor people were injured at about 6:30 last Sunday evening, when a Ford sedan turned over two times after it had struck the rear of another car.

One person, Carl Schneider, son of Philip Schneider who resides due north of Windsor, was seriously injured and was unconscious for some time following the accident. He sustained an injury to his right arm, an ugly gash in his head and numerous bruises. He was removed to a hospital here for treatment and care.

Freda Rusch, daughter of Alex Rusch who resides near the lake, suffered a fracture of the left arm, and injuries to her right arm and a hip. She, too, was taken to the hospital.

Alex Miller of Russell, Kansas, had a bad gash cut in the back of his neck and another on the right side of his face and suffered badly wrenched muscles of the neck.

Frieda Jacoby, daughter of Mr. and Mrs. Jacob Jacoby residing near Kern beet dump, escaped with only a slight head cut.

Occupants of the Ford roadster with which the other car collided were not injured. They were J. S. Vail of Fort Collins, who was driving, Pat Bradford and sister, Leota Grubb, and another person whose name was not learned.

The Schneider car was traveling west on Main street and the Vail car north on Seventh street. It is reported that the Schneider car was struck at the rear by the roadster, causing it to turn over twice.

Two persons were riding in the rumble seat of the roadster. Altho the other car is a wreck, only the bumper of the roadster was damaged.

Three other persons had been riding in the Schneider car and were let out at their homes just before the accident. They were Lelia Fisher, Philip Noffs and Carl Schneider, a cousin of the driver of the wrecked car.

Feb 8, 1945

TWO CARS COLLIDE AT WEST AND ELM STREETS

Faustino Padron was fined \$5.00 and costs in Police court Wednesday morning on a charge of careless driving.

The charge grew out of an accident at the intersection of West and Elm streets Tuesday afternoon.

Padron was driving east on Elm street and Dave Winograd was driving north on West street when the cars met at the intersection. The Padron car struck the Winograd pickup on the left rear fender, turning the Winograd car over on its side.

Damages to the Winograd pickup amounted to \$75.00, and to the Padron car about \$15.00.

Both drivers were ordered into court by Marshal C. O. Anderson.

The case against Winograd was dismissed, it being shown by the evidence that he had the right-of-way.

Apr 24, 1947

Escapes Serious Injury In Car Crash Friday Night

Joseph O. Painter, 78, escaped serious injury Friday evening when the car in which he was riding with his daughter, Mrs. Oliver Snider and her son, William, five of Casper, Wyoming, and driven by Henry Streeb collided with a 1947 Plymouth, owned by Bill's Cab company of Denver and driven by Harry J. Scheidman, 33 of Denver. The accident occurred at the intersection of Main and West streets at 10 o'clock as Mr. Streeb, going north on West street collided with the cab going west on Main street.

According to Sgt. George Miller, who investigated the accident, Scheidman went through a stop sign and sideswiped the Streeb 1933 Plymouth. Mr. Painter was thrown out of the car onto the pavement and escaped with minor cuts and bruises on his head, shoulders and hands. Mrs. Snider and son were badly shaken up and sustained slight bruises.

Mr. Streeb was taking Mr. Painter and his daughter, and her son to Fort Collins where Mrs. Snider and William were to board the train to return to their home in Casper after a three weeks visit here with her father.

100 YEARS OF CHANGE!



1945 or later – View of 7th Street looking south

CDOT AND TRAFFIC SIGNALS ARRIVE!

1953: CDOT Designates Main Street as CO 257

1962: CDOT Installs Signal Signal 7th and Main

Dec 17, 1959

Too Much Noise

It has been suggested that the stop sign at Main and West street be eliminated. In the wee hours of morning big trucks coming through to utilize the new highway west of town, are disturbing the slumbers of residents with the howling of gears as they start off again after coming to a stop.

But this is a state highway not, so the town board cannot change the sign.

Nov 1, 1962

1st Local Stop Light Now In Operation

The stop lights at the corner of Main and West streets, which were supposed to have been in operation when school began, are now hooked up. Already marshal Walter Liams has run into maverick soubs unwilling to stop at the red light.

Businessmen Discuss Various Local Programs

The Chamber of Commerce met Monday night at Star Lite cafe, with 24 members present.

Main discussions had to do with the Christmas bonus program, the newcomers' program, and a system whereby retired members are given associate cards, so that they can continue to come to the meetings if they like.

Howard Anderson, head of the membership committee, was given the authority to purchase associate membership cards and get such a program under way.

Change in Bonus Program
The merchandising committee last year agreed to change the method of giving out coupons for each \$1 purchase during the

Liams plans to wait a week or two before giving out tickets to drivers who run the red light—"give 'em a chance to get used to it."

Mayor Glenn Anderson explained at the chamber of commerce meeting Monday night that during the late night hours the lights will remain flashing—caution for east-west traffic, stop for north-south traffic. It's virtually the same as a slow sign for Main street cars, stop signs for those on West street.

But during the daylight and earlier night hours, the lights will remain "go" on Main street, and "stop" on west street, except when cars on West street approach the corner and activate the light so that, for a brief period, the lights will change and Main street traffic will be stopped to allow north-south traffic to pass through the intersection.

The lights are also controlled by pedestrians who wish to cross West street—in fact that was the main reason for the lights in the first place. High school and junior high students can push a button and get a "go" signal to cross West street safely.

STOP LIGHT STOPS LIGHTING

The traffic signal at West and Main streets went on the blink Monday. It started blinking "Caution" for Main St. traffic, "Stop" on West street.

This is what it is supposed to do if something happens to make it stop working right. The state highway department has charge of its maintenance, and expected to have it repaired before this, according to mayor Glenn Anderson.

SIDEWALKS, DRAINS AND CURBS ARE BIG CHANGES!

March 14, 1963

Brunner suggested putting a sidewalk across the alley between Elm and Locust streets on West street, to stop storm water running along the curb, then down the alley and into the low residential areas. The board agreed, and also discussed the big drainage pipe to be laid along the other side of West street to carry flood water out of town, away from the corner of West and Elm, where it has become a problem in recent years.

March 14, 1964

Street to be Widened

Speaking as chairman of the chamber's highways committee, Tozer announced that the south end of 7th (West street) would probably be widened soon. It's been discussed for years, but now most of the obstacles seem to have disappeared.

According to preliminary talks the county will remove the trees on the Harding corner, Hardings, Hickmans and Liesers have agreed to give enough footage adjoining the road, and it's up to the town to move the big storm drain tile they just installed, to make room for the wider street.

cans for everyone.

To Widen 7th Street?

Seventh, or West street, is one of Windsor's through streets. All through town from C&S crossing to Elm street the street is wide and straight, and paved and guttered.

At Elm street, there is a slight jog, and 7th street narrows considerably.

Furthermore, that corner has long been a problem for drainage of storm water. Early this year the town board installed a big storm sewer there to carry the water over the hump in the street about two blocks south. But all summer there has not been a chance to find out whether it works . . . there just hasn't been a big rain.

Monday night George Tozer and Roy Reynolds, representing the streets and highways committee of the chamber of commerce, asked the town board to help with a street widening program on this street.

For the town board it means moving the not-yet-tested tile to a new location; most of the actual work will be done by the county, this being a county road lying along the town boundary.

The board agreed to back the program. So Reiny Ehrlich and George Lapascotes were made a special committee to find out precisely how far the county commissioners would go on the project, while Harold Hettinger, Gerhart Brunner and Wayne Lutz would make a study of the tile—how much would be moved, and how far.

Petition is Read

A petition signed by several residents was read at the meeting, complaining about the property of Jacob Hinkle and Asa Farrington on east Locust street. The petition came in almost a month ago, and since then there has been considerable improvement in the appearance of the lots, some of the councilmen a-

Oct 15, 1965

Street Improvement Tabled

The committees studying the straightening of 7th (West) street and widening it south of Elm, got into many complications. For one, how much land is being given by property owners—just to the new curb, or enough for the storm tile and a sidewalk?

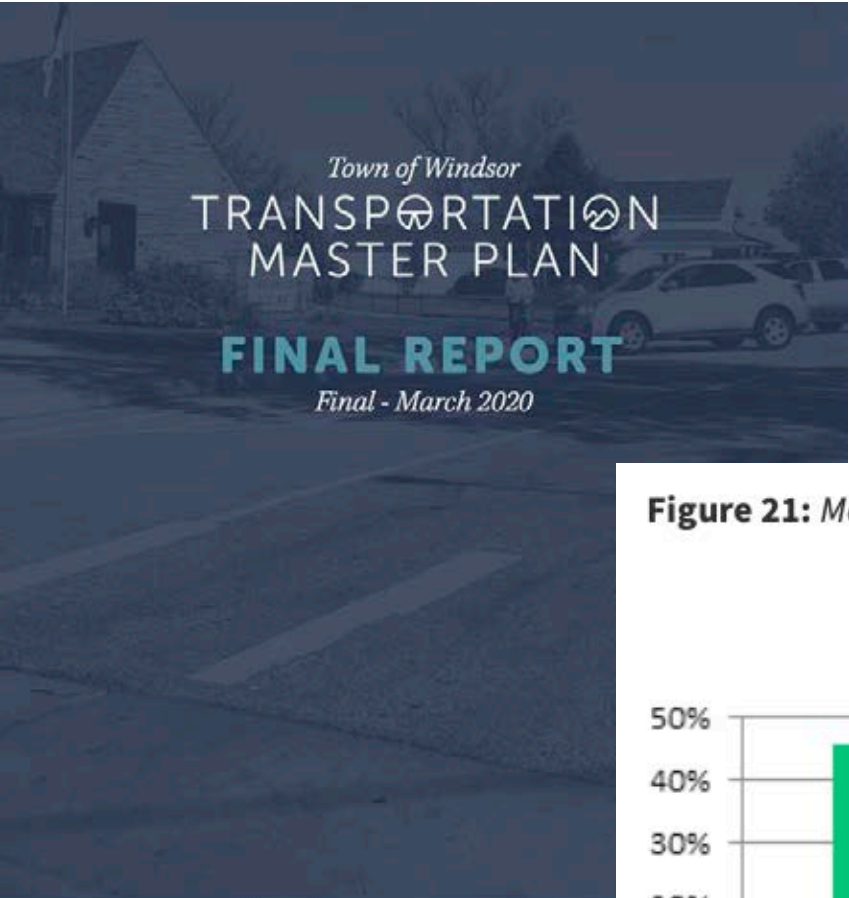
Also, the county will move the trees and haul in dirt for filling, and grade the road. But no black-topping will be done until, probably, next summer. And with the planned changes in culverts, this would leave quite a mess.

The committees will continue to get specific details as they can on the project, but no action was taken Monday.

1995: EASTMAN PARK DRIVE AND 7TH 1995

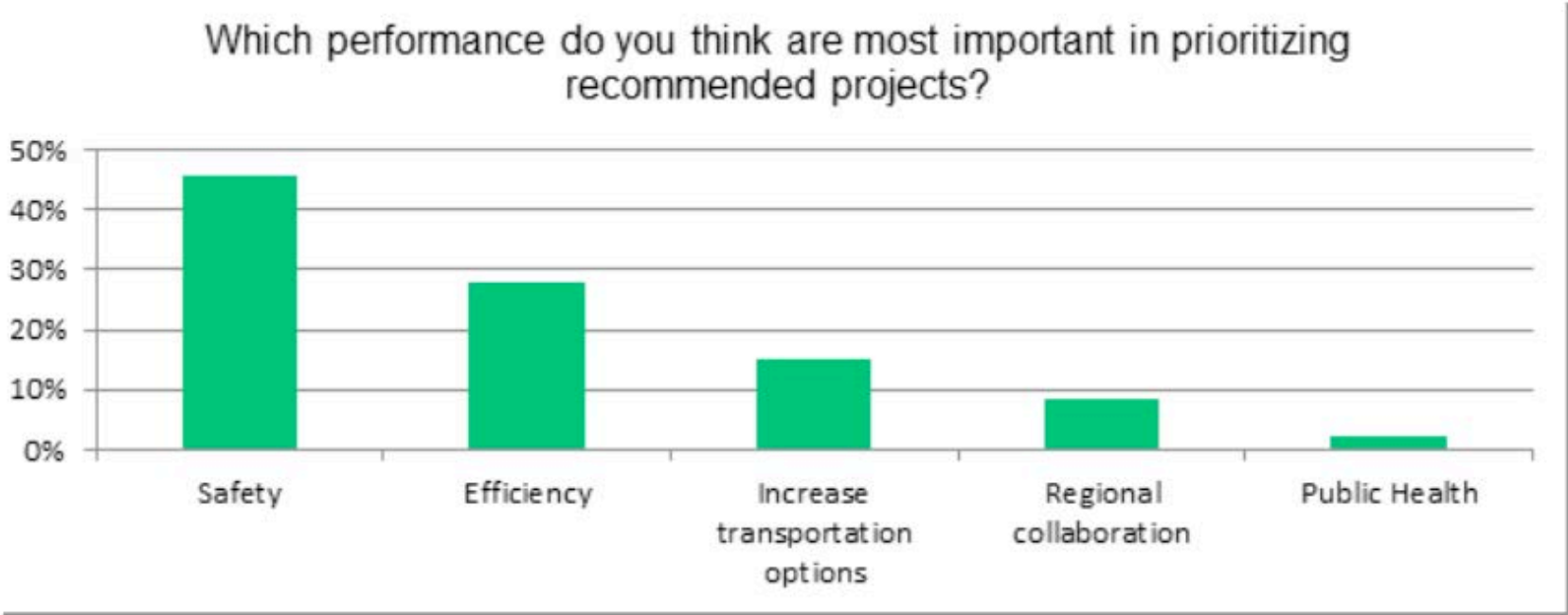


**40 YEARS OF
MAINTENANCE
AND
CONSTRUCTION!**

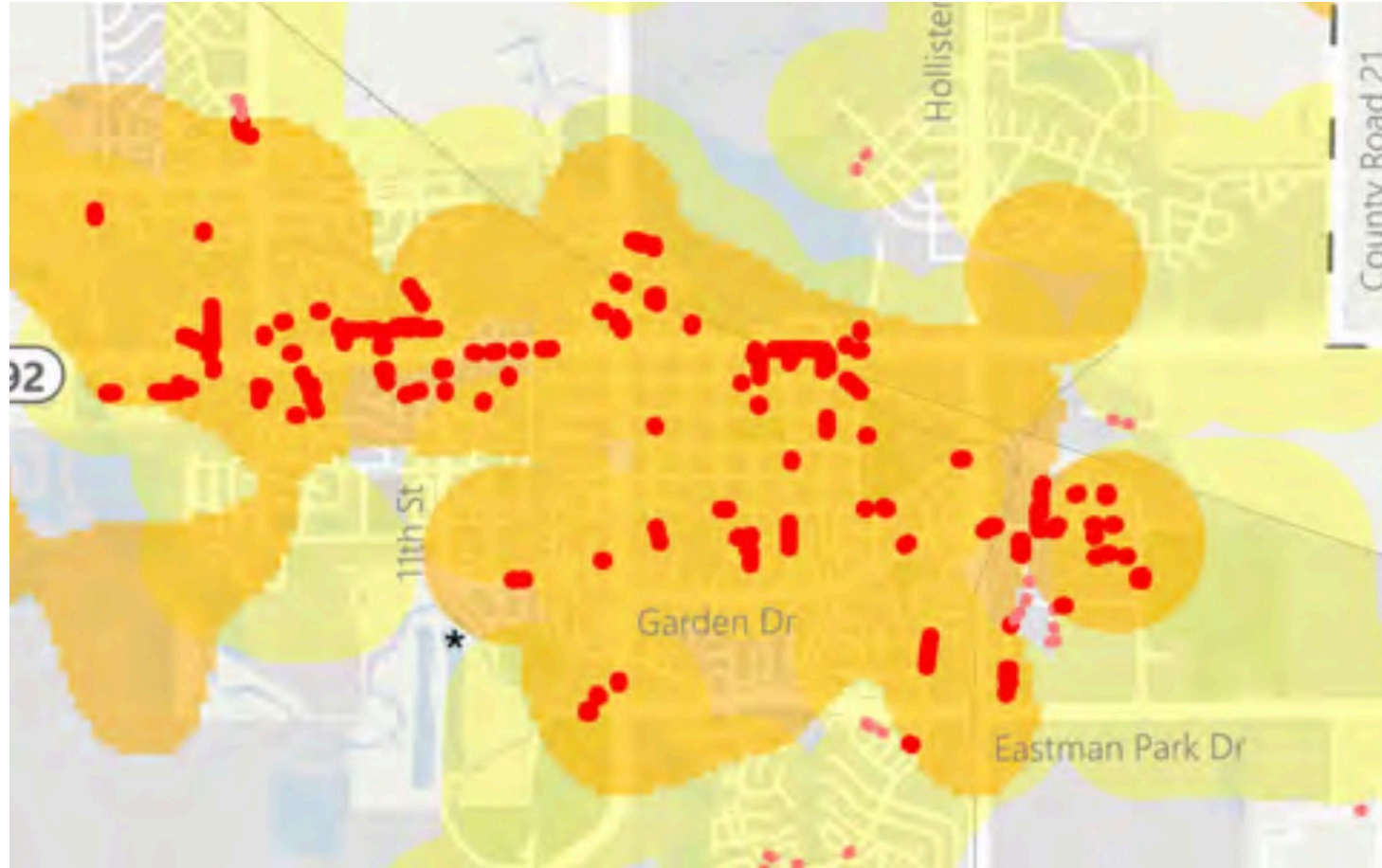


TMP WILL GUIDE THE NEXT 20 YEARS!

Figure 21: *Most important performance measures*



TMP recommended a pedestrian priority area



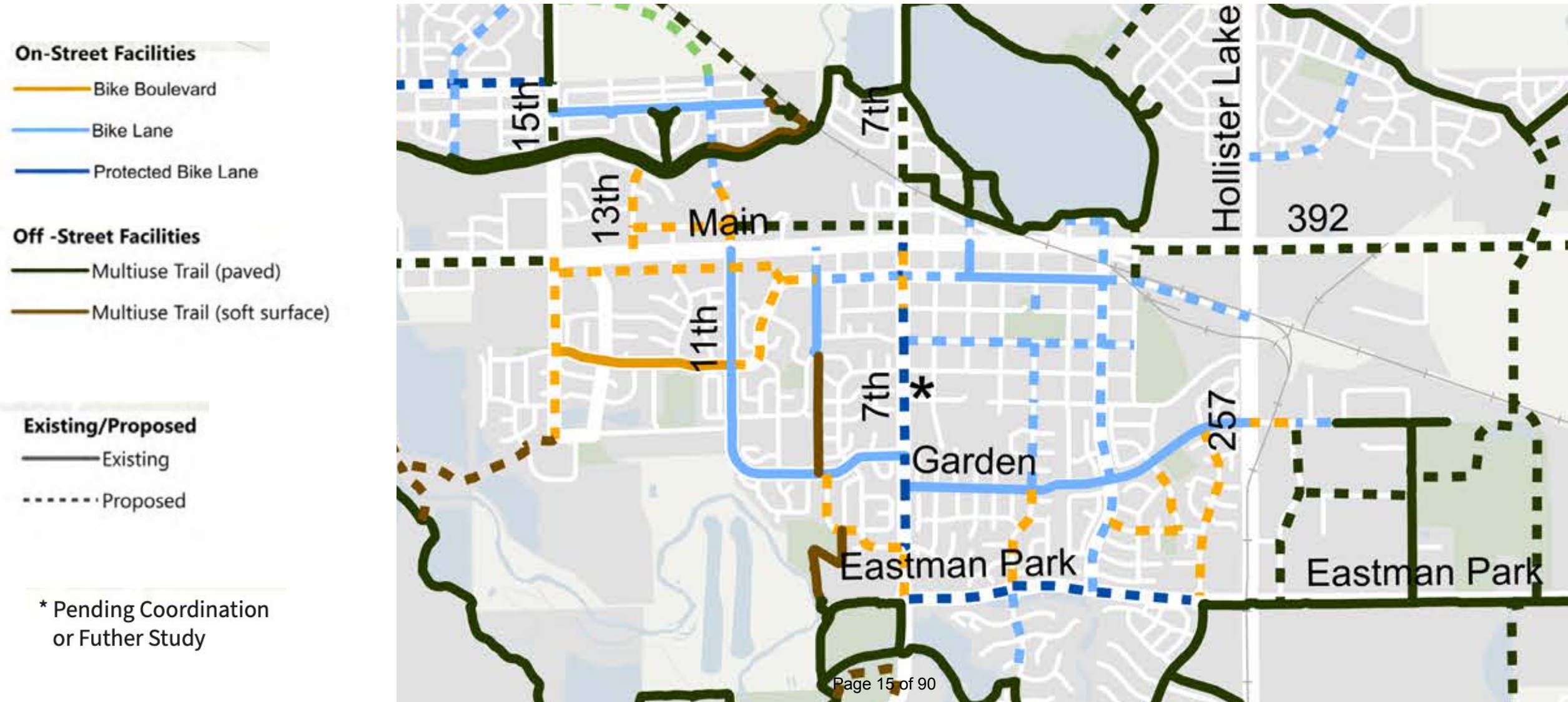
Tier 1 - Pedestrian Priority Area

Tier 2 - Pedestrian Priority Area

Missing Sidewalks in Tier 1

Missing Sidewalks in Tier 2 and beyond

TMP recommended new bike lanes in both corridors

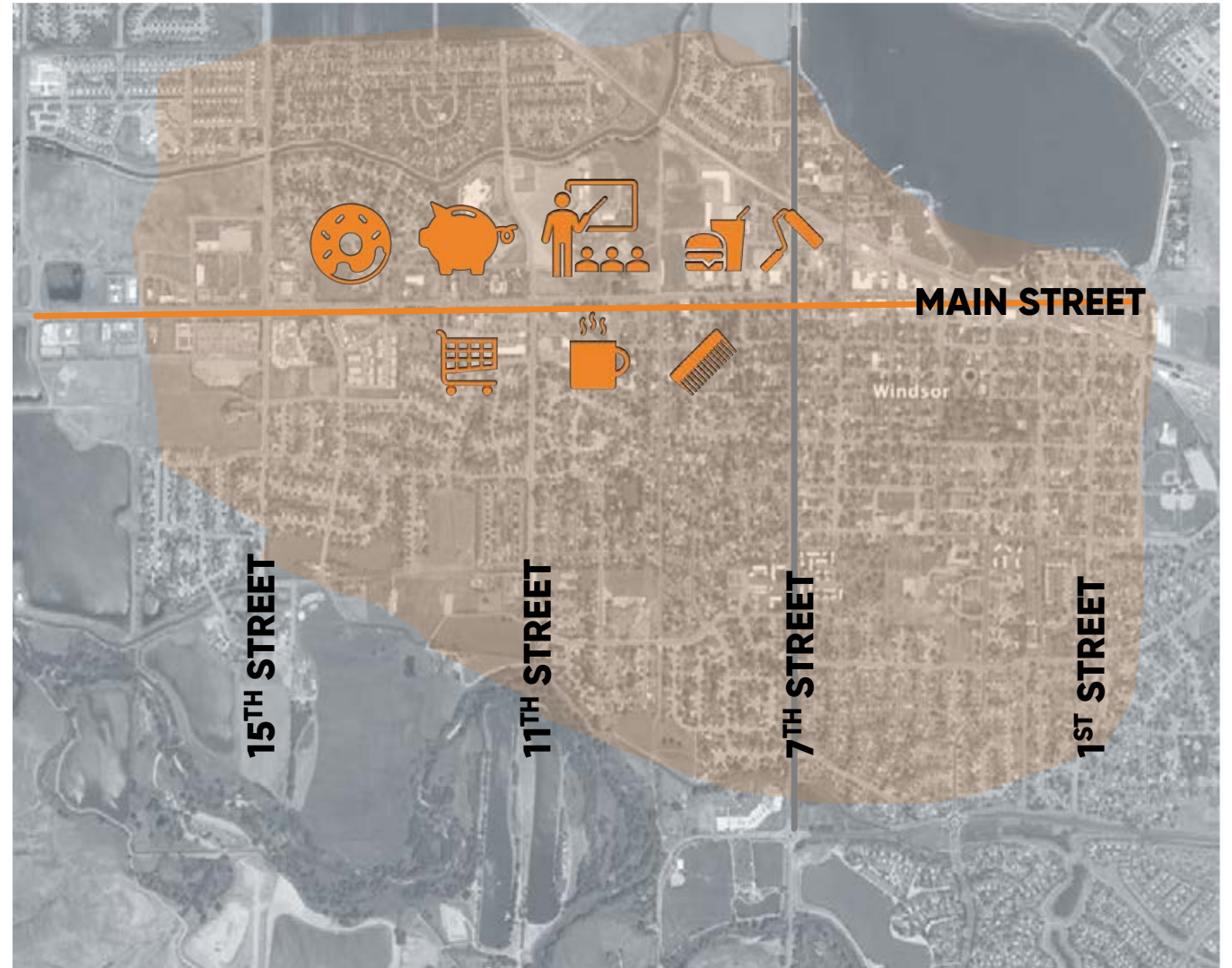


Main Street is key to life!

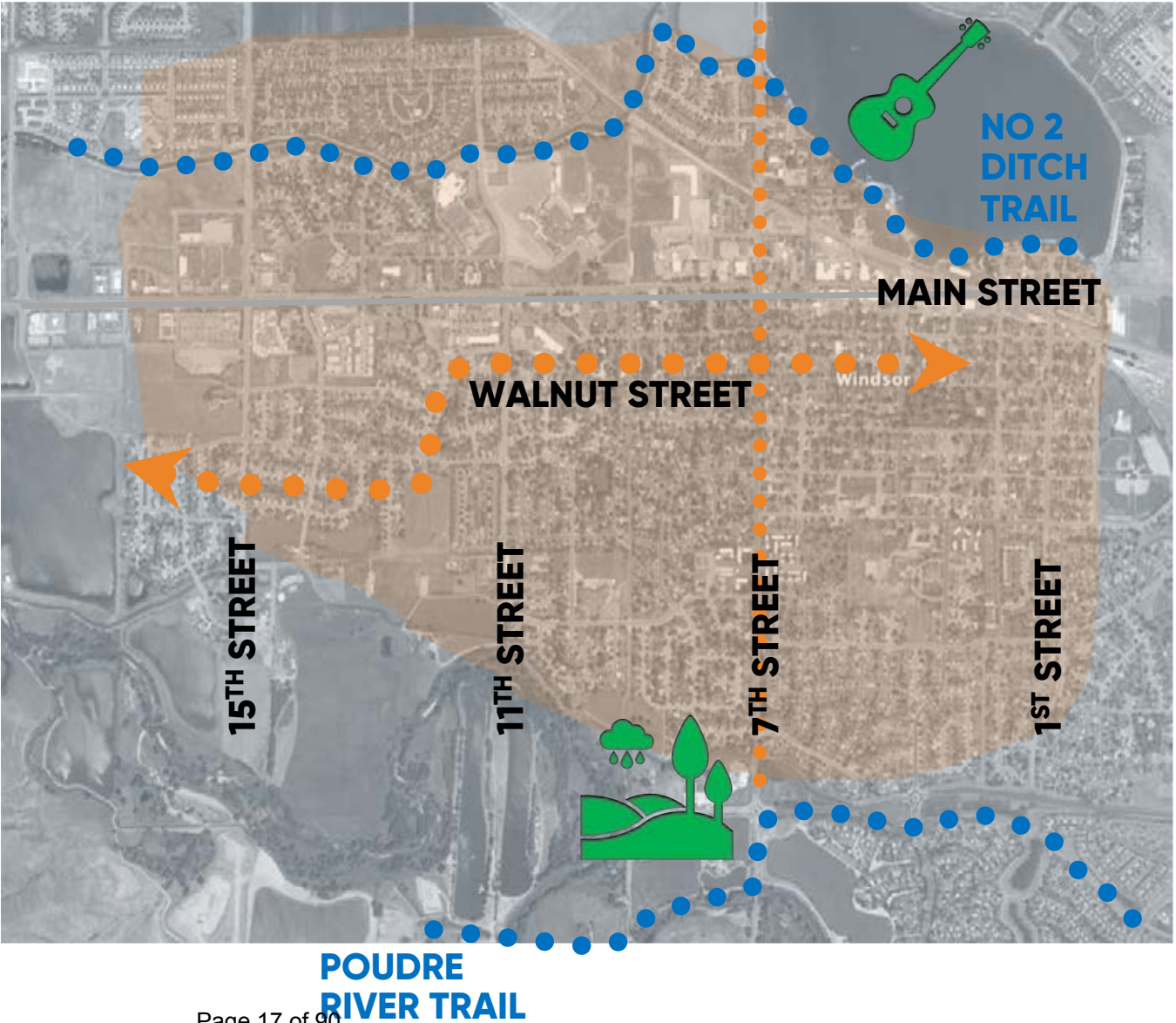
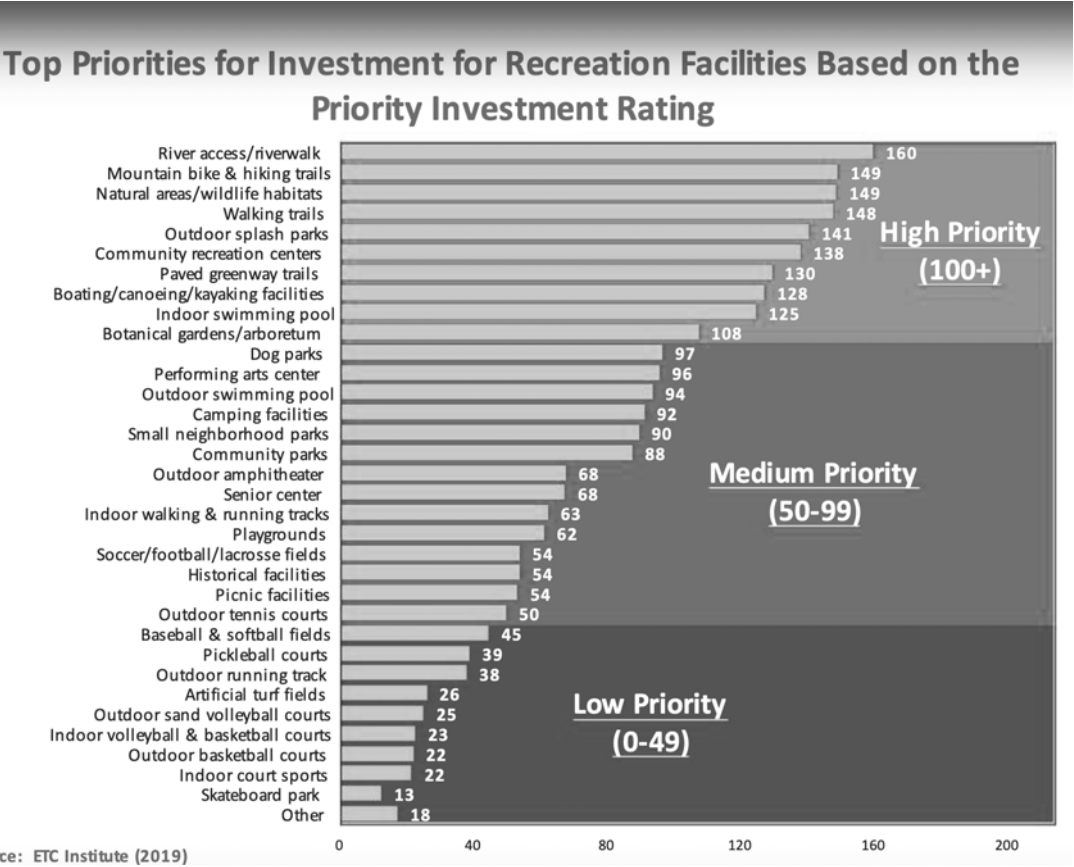
- Schools, food and services
- 50% of the population in 2 miles
- +8,000 people in the ride/walk zone



2 mile or 15-minute ride zone
From homes to destinations

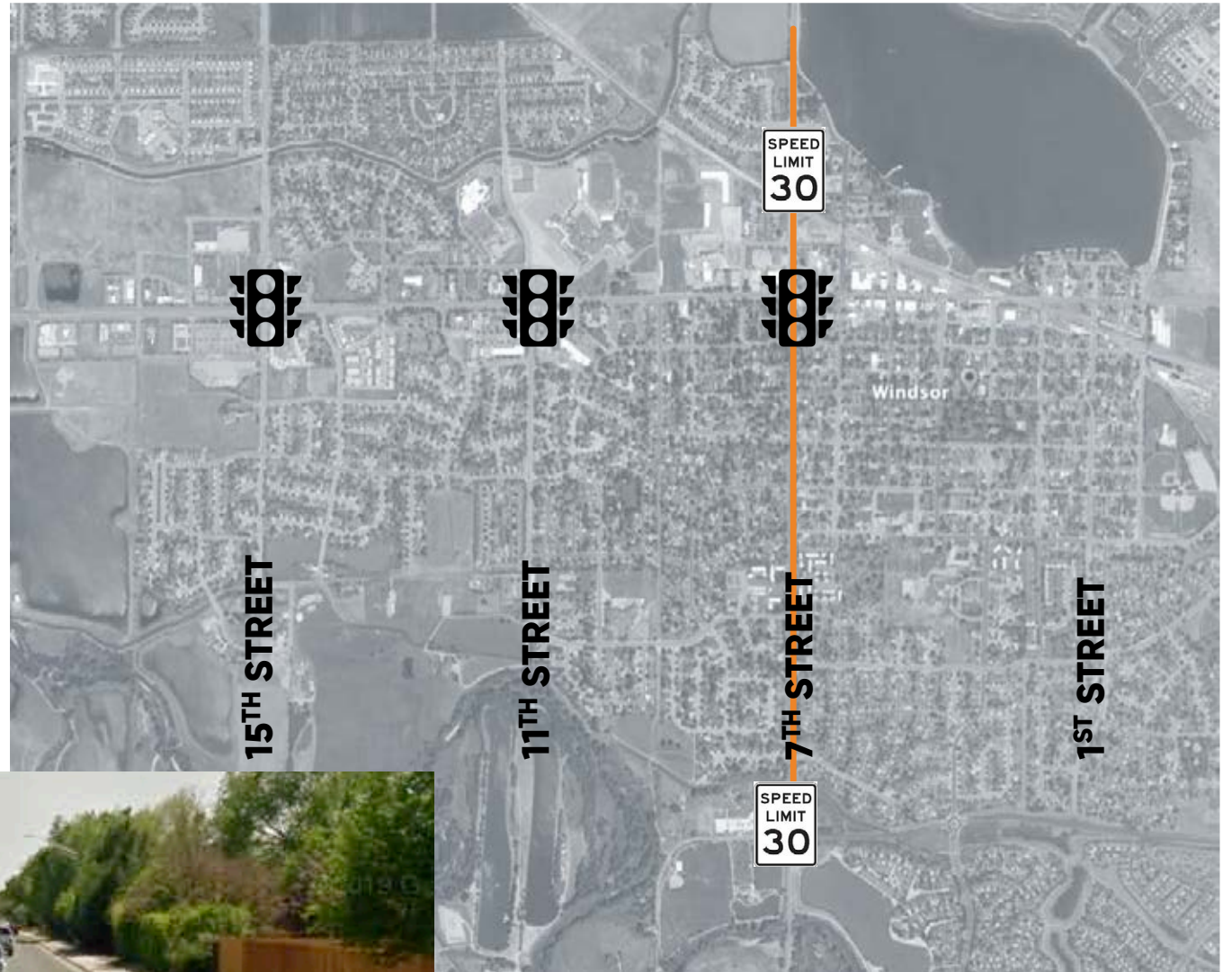


Walnut and 7th link to major parks/trails!



7th Street is missing modes

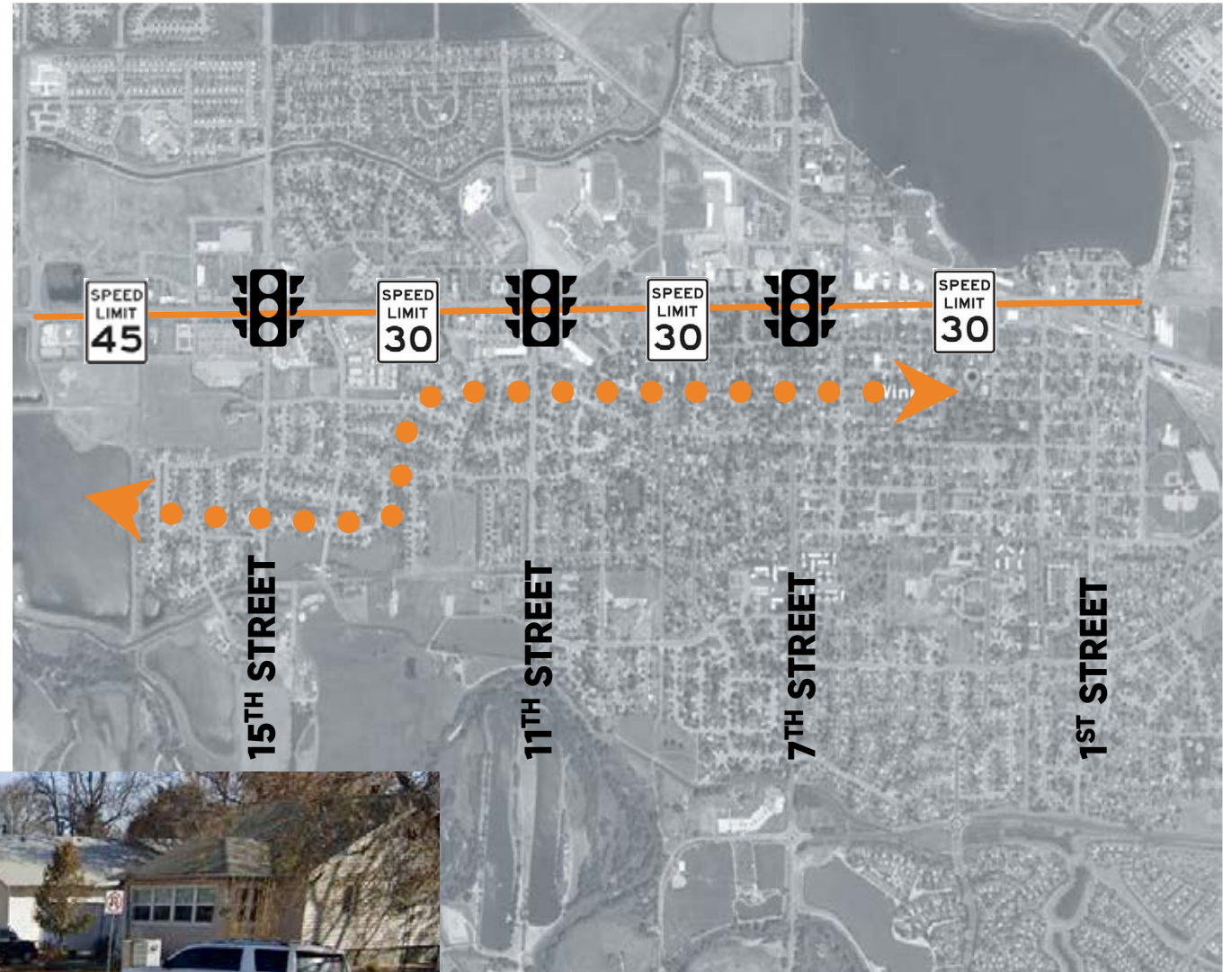
- 30 MPH posted speed
- No protected place to ride
- Attached sidewalks without buffer
- Infrequent crosswalks
- Need fewer crashes
- Make connection to Open Space
- Create a gateway to downtown
- More people bicycling
- Kids walking to school
- People driving speed limit
- Pride and character!



Main Street challenging for people on bikes (hence Walnut)

- Town does not control speed limit
- No protected place to ride
- Highest crash corridor in Windsor
- High percentage of truck traffic
- High turnover on-street parking
- Large width difficult to merge/turn

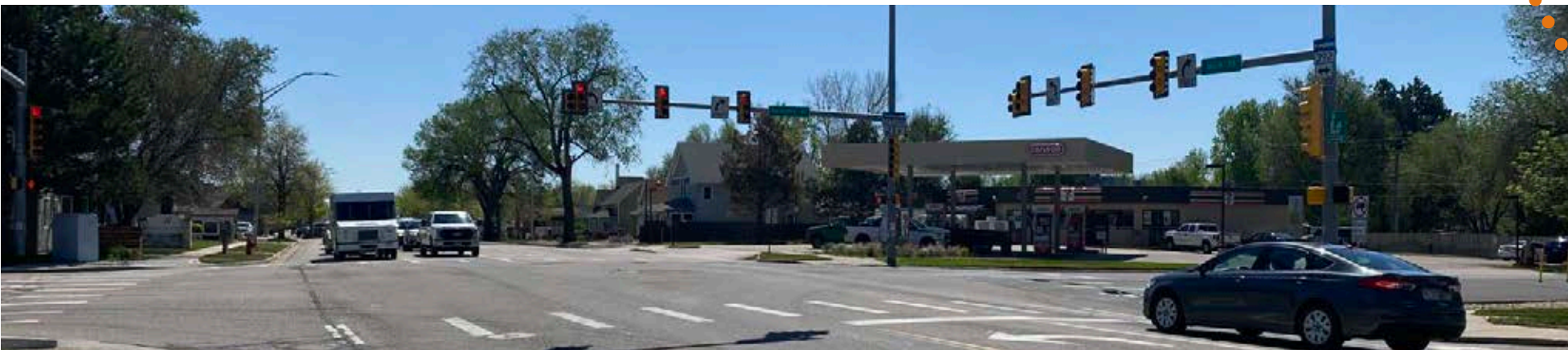
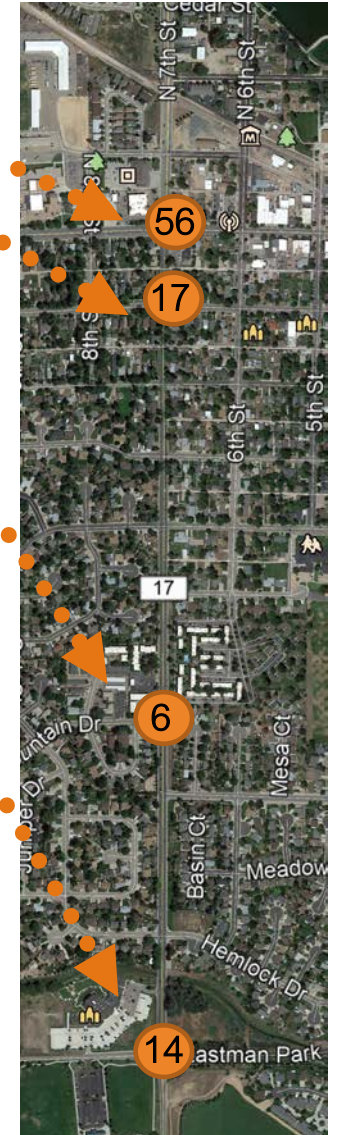
MAIN STREET 2 MILES



7th Street has many crashes

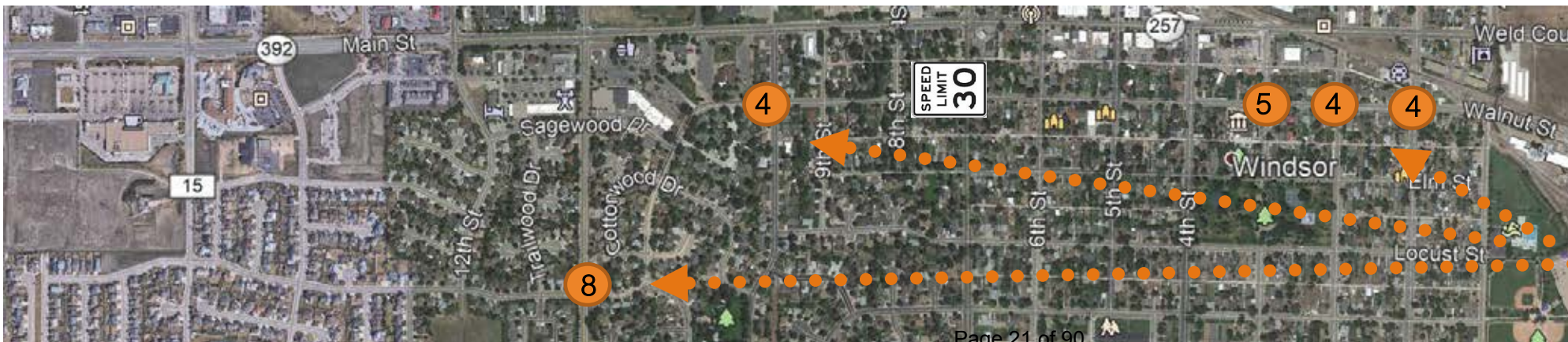
- 107 total crashes (22 injuries)
- 56 crashes at Main Street (10 injuries)
- 17 crashes at Walnut (7 injuries)
- 14 crashes at Eastman Park (0 injuries)
- 6 crashes at Stone Mountain (0 injuries)
- 8 crashes involved a pedestrian or a bicyclist (various intersections)

2013 to 2017
Crash Locations



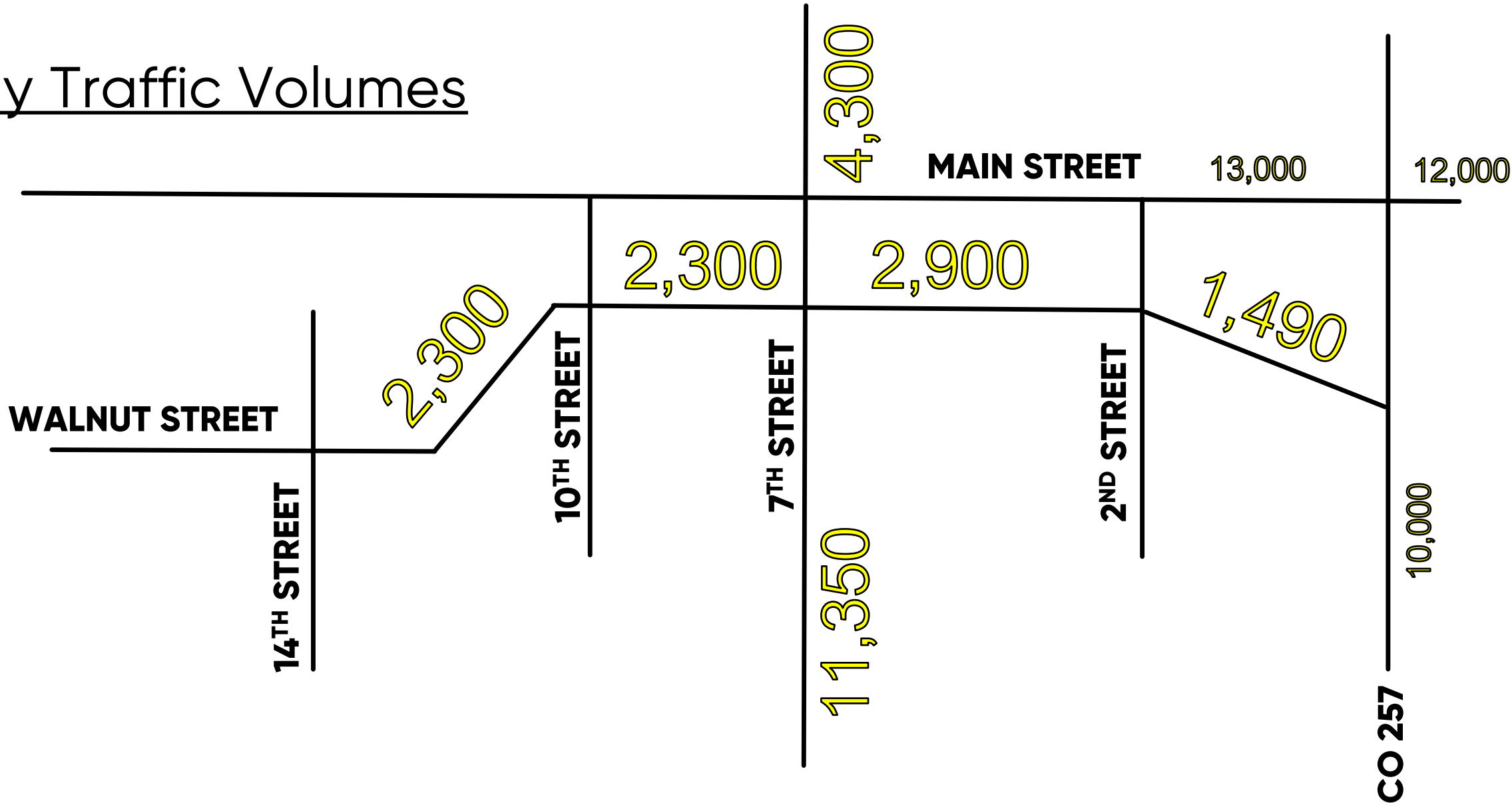
Walnut has fewer crashes

- 41 total crashes (9 injuries)
- 8 crashes at 11th Street (1 injury)
- 5 crashes at 3rd Street (1 injuries)
- 4 crashes at 1st Street (2 injuries)
- 4 crashes at 2nd Street (1 injuries)
- 4 crashes at 10th Street (0 injuries)
- 2 crashes involved a bicyclist
- 13 involved parked vehicles (various intersections)



2013 to 2017
Crash Locations

Daily Traffic Volumes



Page 22 of 90
*All motor vehicle traffic for 24-hour period. Midweek day. Walnut and 7th data August 2020. CO 257 and Main from CDOT 2019 counts.

Existing 7th Street DAILY traffic does not exceed capacity

Daily Traffic (pre COVID-19)

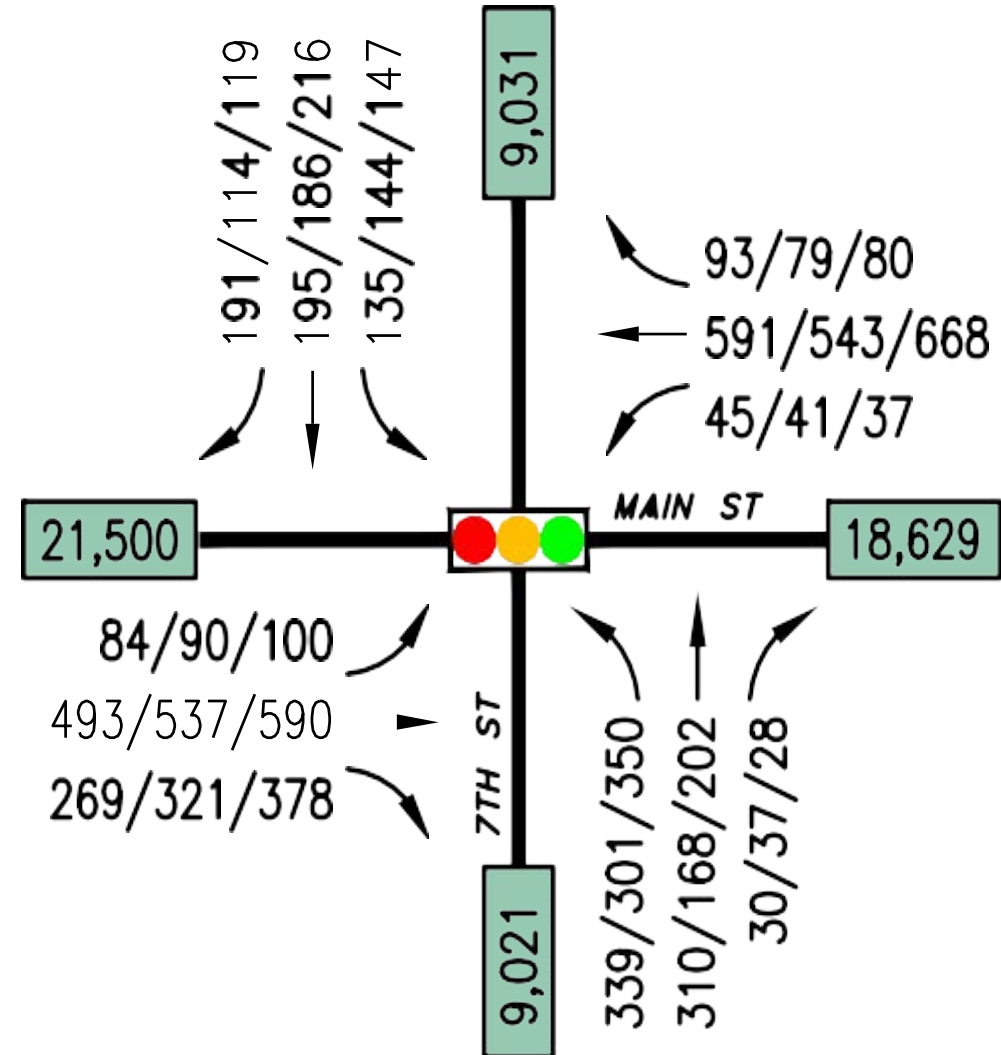
- 11,000 to 12,000 vehicle trips per day south of Main Street
- 8,000 to 9,000 vehicle trips per day north of Main Street
- 8,000 vehicles per day south of Eastman Park Drive
- Current volumes are lower due to COVID-19



New designs could increase **PEAK HOUR** delay for cars

Peak Hour Traffic (pre COVID-19)

- At Main Street
 - Peak hour LOS C overall
 - Worst case N/S movements at LOS E
- At Walnut Street
 - Delay for eastbound and westbound left turns (LOS E/F)
 - Northbound left turning volume onto Walnut Street influenced by delay at 7th and Main



Existing/future Walnut Street **DAILY** traffic does not exceed capacity

Recent Daily Traffic counts

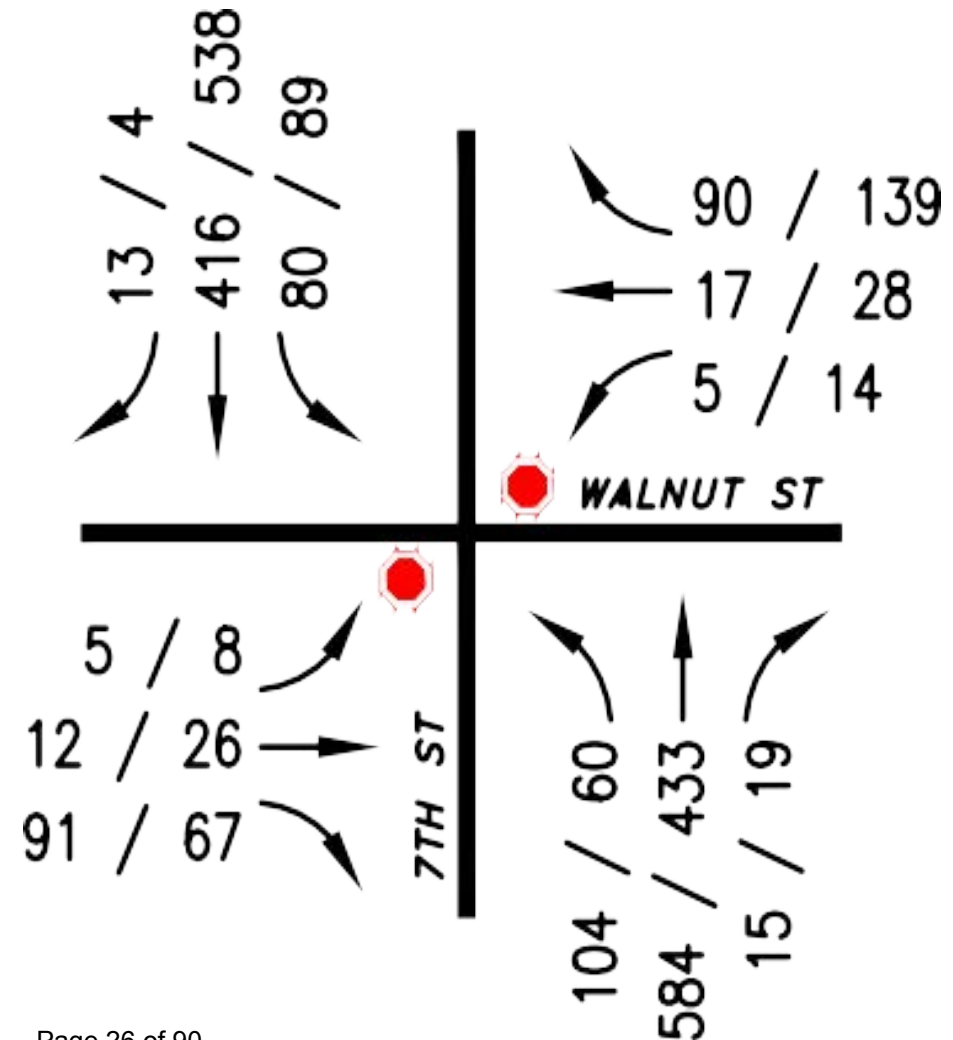
- 3,000 to 3,500 vehicle trips per day east of 7th Street
- 2,000 to 3,000 vehicle trips per day west of 7th Street
- East-west traffic volume influenced by traffic operations along Main Street
- Current volumes are lower due to COVID-19



Existing/future Walnut Street **PEAK** traffic does not exceed capacity

Peak Hour Traffic (pre COVID-19)

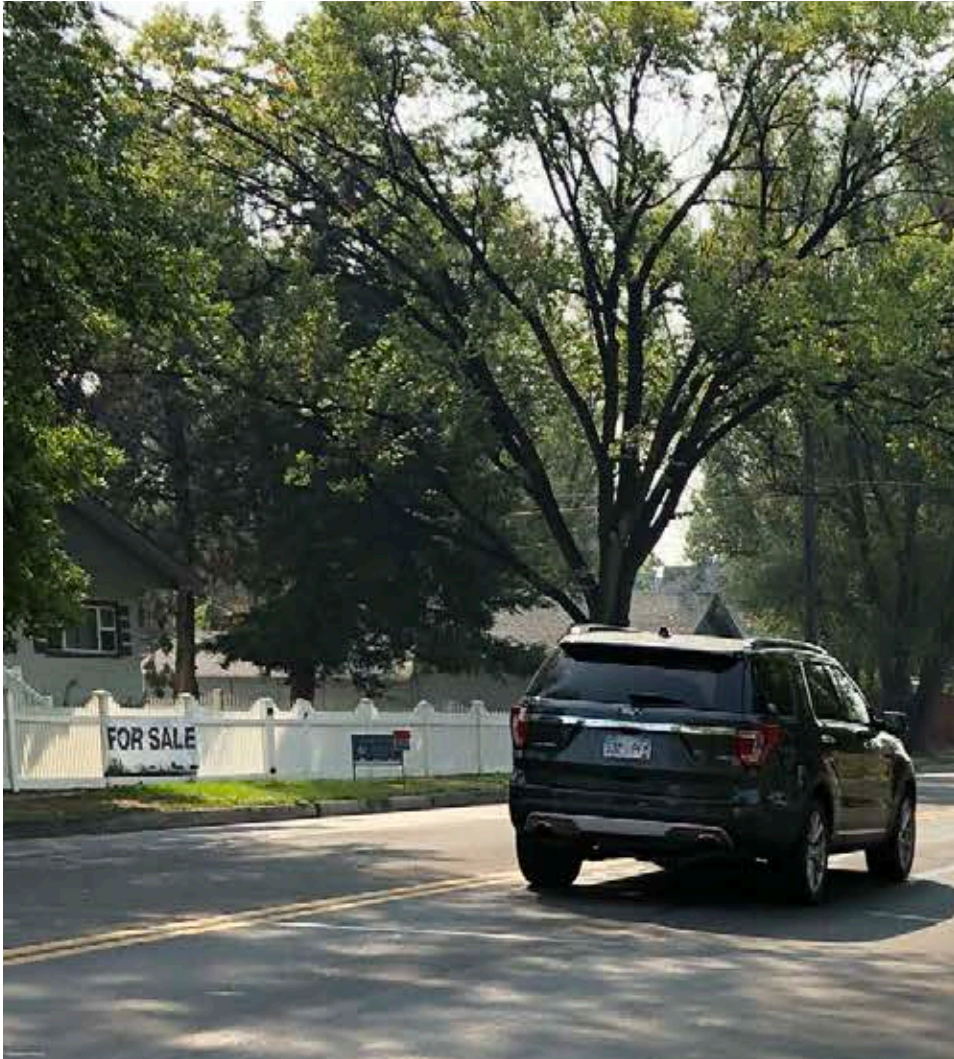
- At 7th Street
 - Eastbound and westbound side street delay in AM and PM
 - LOS E/F approaching 7th Street during peaks
 - Northbound left turn onto westbound Walnut St. due to Main St. congestion



AM westbound vehicles: 600 left turning vehicles



7th Street 24-hour speed data (September 2020)



POSTED



85th % speed
3 MPH under

MAIN STREET

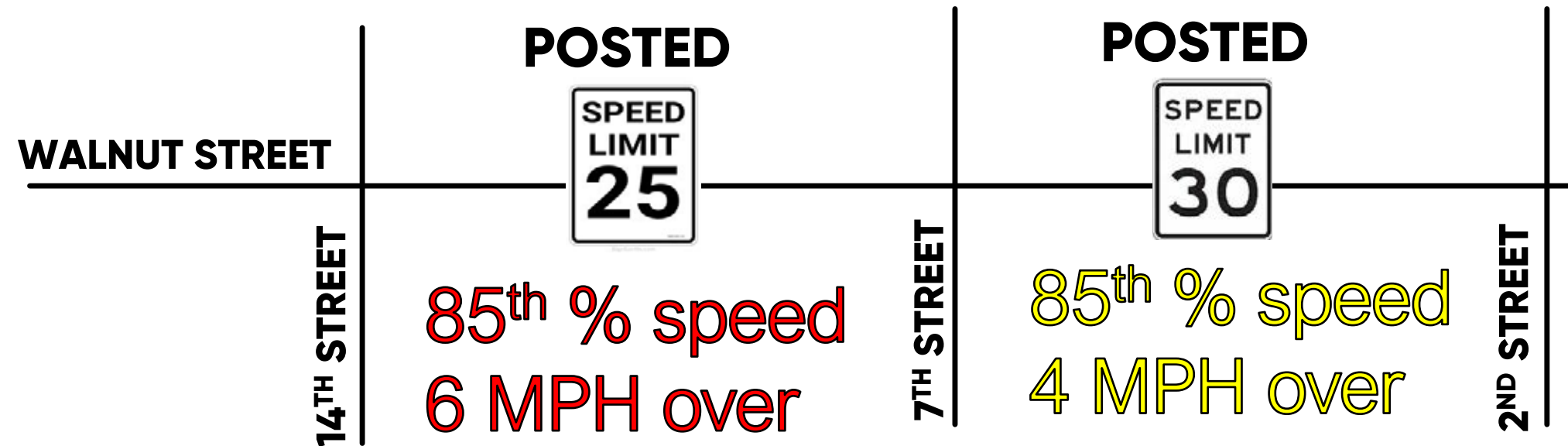
POSTED



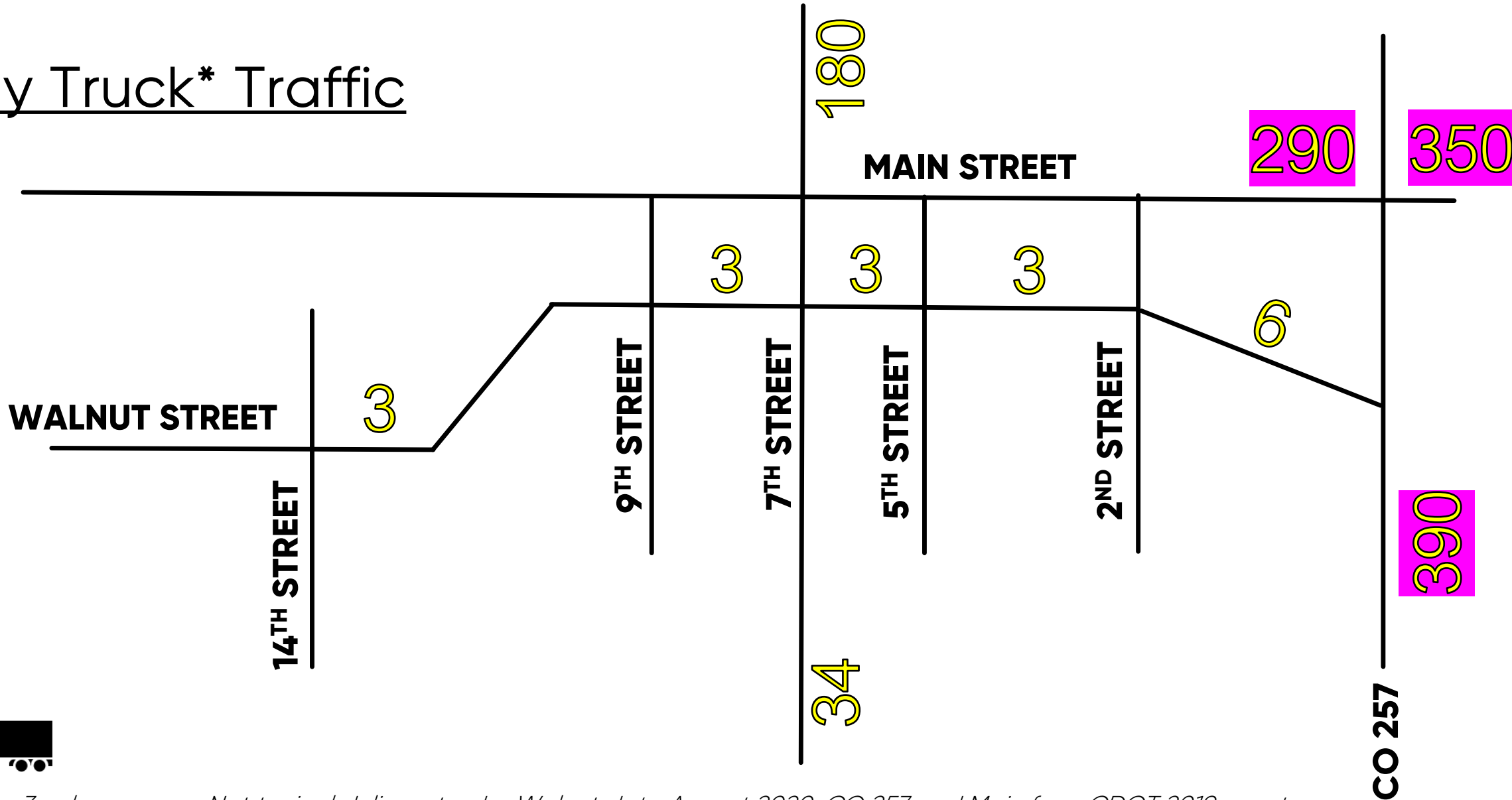
85th % speed
6 MPH over

7TH STREET

Walnut Street 24-hour speed data (September 2020)



Daily Truck* Traffic



*Trucks as 3 axles or more. Not typical delivery trucks. Walnut data August 2020. CO 257 and Main from CDOT 2019 counts.

People are out walking and riding in the corridors



Global Heatmap



Windsor, Colorado, United State X

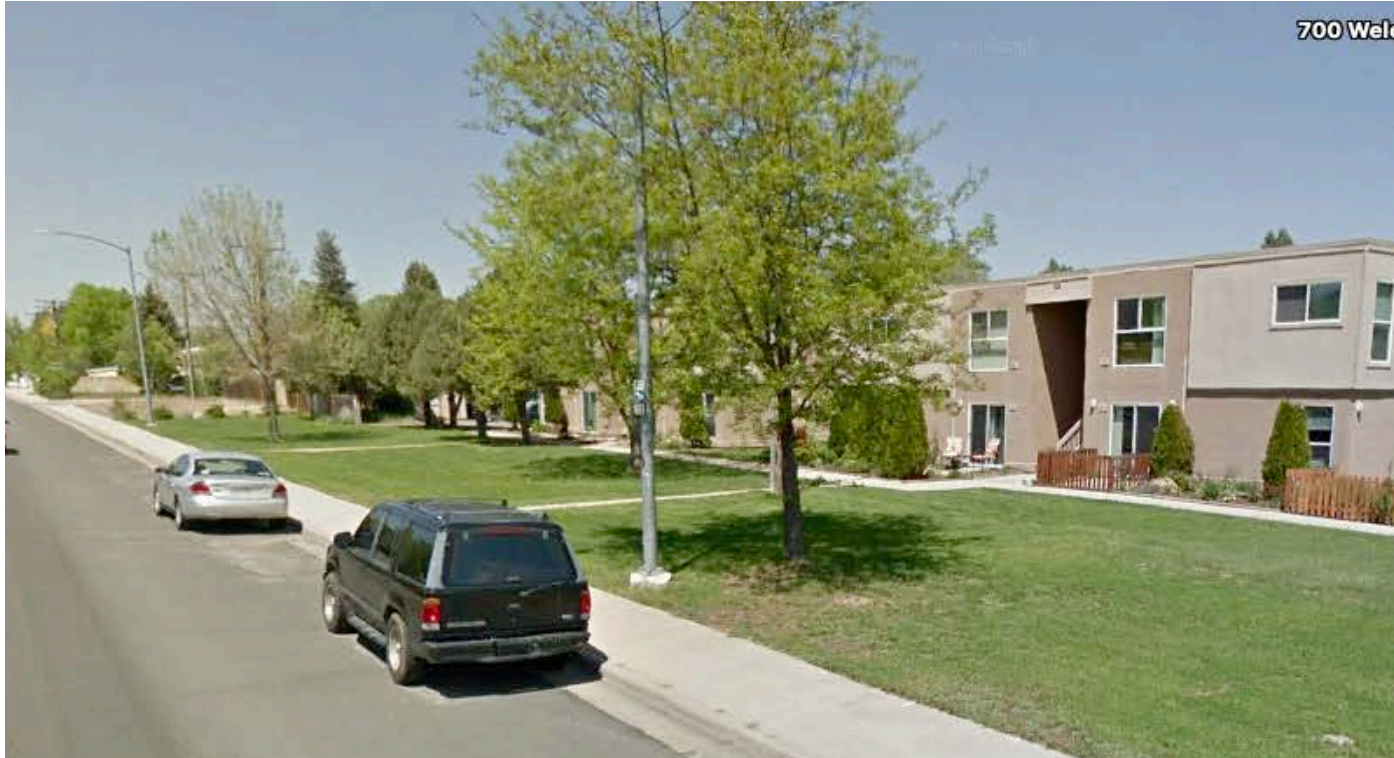


Most of 7th Street on-street parking has low utilization

- Parking observations in early AM while residents are at home
- North of Main St.
 - Little to no on-street parallel parking
- South of Main St.
 - Typically 0 to 2 vehicles per block face parallel parked
 - Block between Chestnut and Stone Mountain adjacent to multifamily housing had 7 parked vehicles on the west side and 16 parked vehicles on the east side of 7th Street



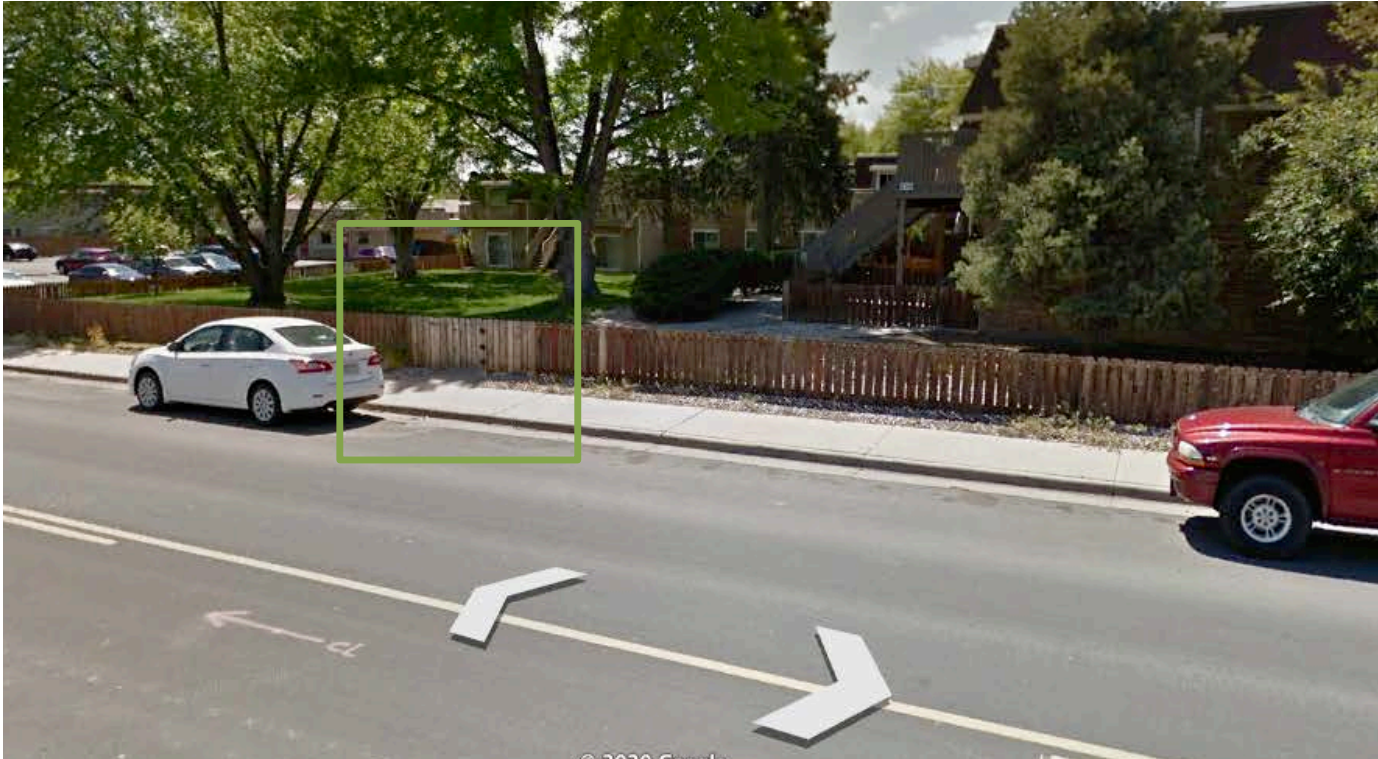
Chestnut Square On-Street Parking Demand



- Most units receive 1 parking space pass for off-street parking
- 7th street facing units do not receive permit
- 4 buildings have their only door on 7th Street and no adjacent parking lot



Stonegate On-Street Parking Demand



- 1 building has a gate and doors near 7th Street with an adjacent parking lot



Most of Walnut Street on-street parking has low utilization

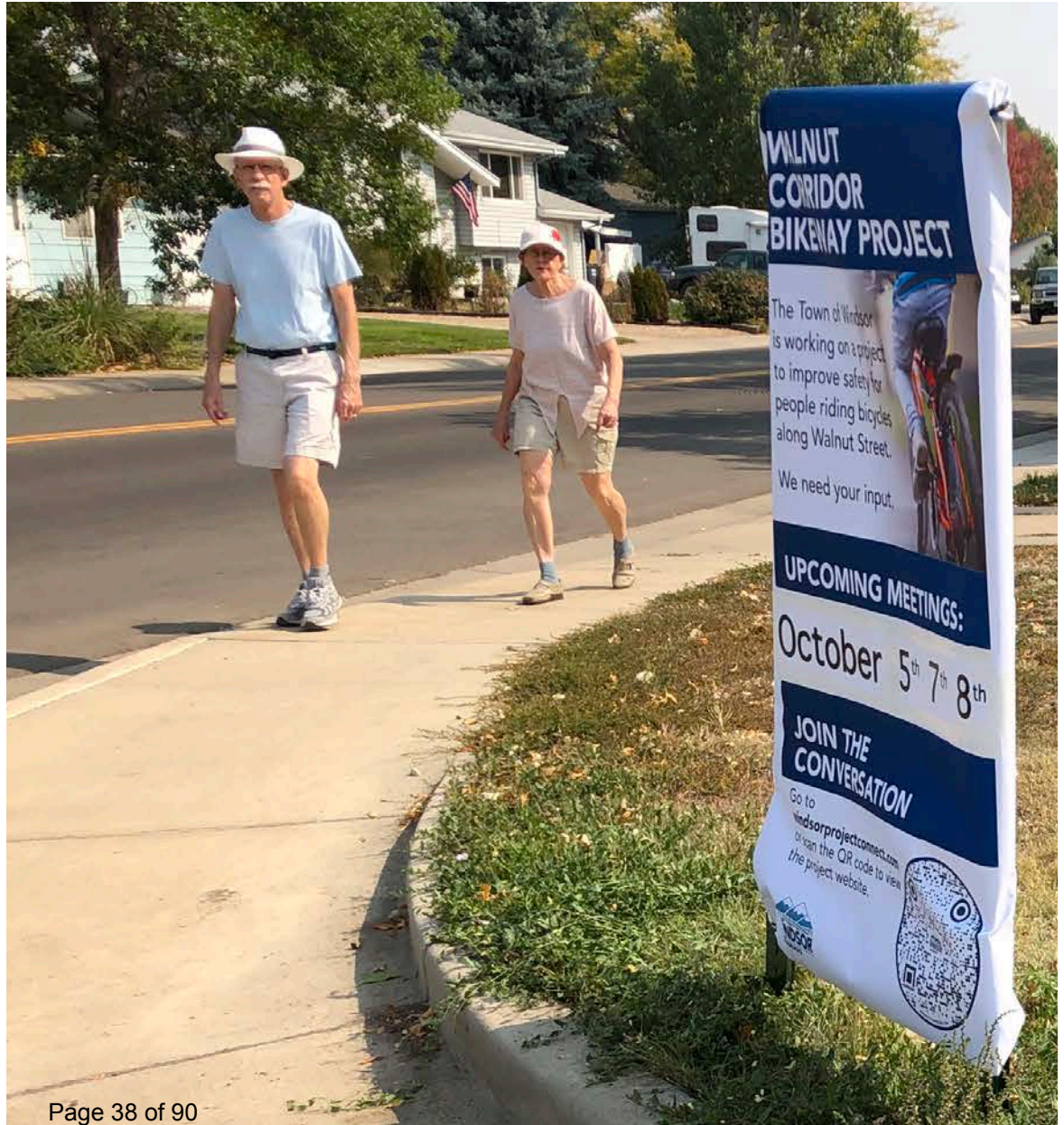
- Parking observations in early AM while residents are at home
- Walnut St. west of 7th St.
 - Typically 0 to 4 vehicles per block face
 - Room for 10 to 12 vehicles per block face to parallel park on 400' +/- blocks
 - Very low parking utilization west of 11th Street
- Walnut St. east of 7th St.
 - Typically 4 to 5 vehicles per block face to parallel park
 - Room for 10 to 12 parked vehicles per block face where parallel parking
 - 20 +/- spaces per block face where angled parking is striped



WHAT DID WE HEAR FROM THE COMMUNITY?

First, how did we spread the word about the project?

- 3,700 post cards mailed
- 5 posting on Town's social media with shares
- 4 field boards in each corridor
- 3 E-meetings with 60 people
- 2 project websites with interactive mapping
- 1 Mayor's introduction video
- 1 project e-newsletter
- Posted in quarterly community newsletter
- Direct e-mails to school district and churches



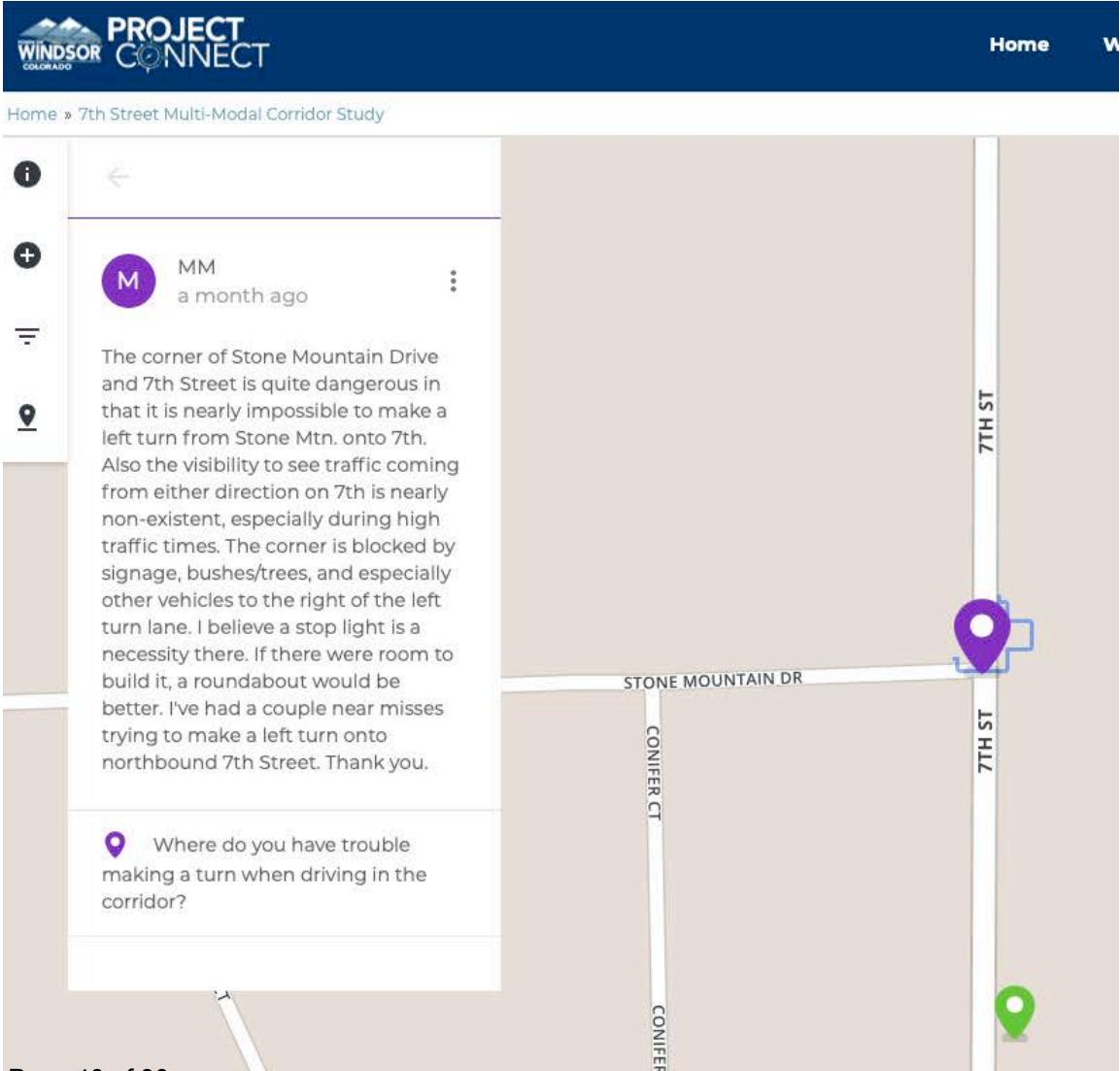
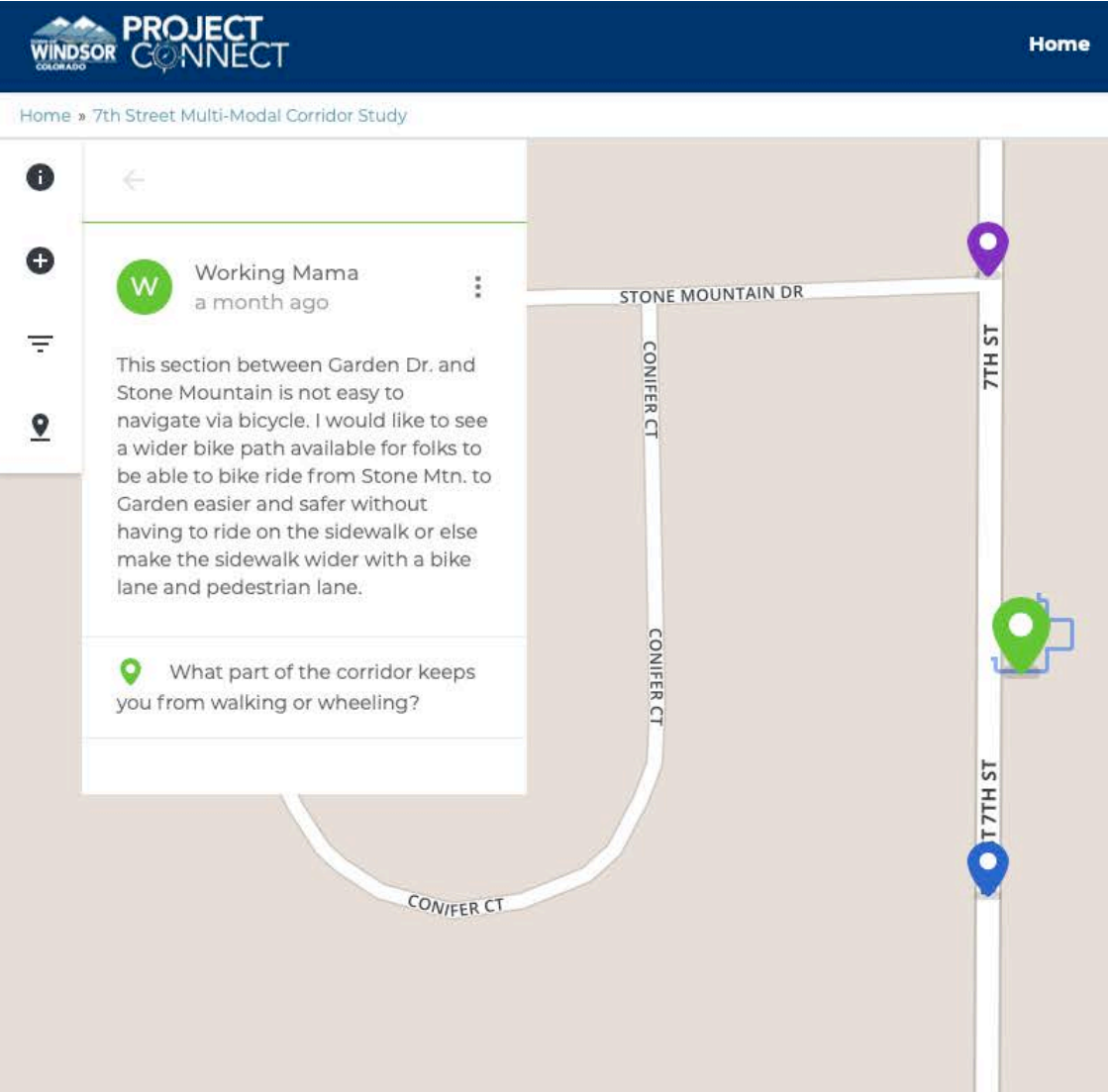
Project Website Traffic

Visitors Summary

Project Connect from 09 Sep'20 to 08 Oct'20



Project Website Comments and Mapping



Three E-meetings the week of October 5th

Virtual Public Input Meeting Scheduled for Oct. 8, 7pm



o Town of Windsor Communications <notifications@engagementhq.com>

To: Carlos Hernandez

You forwarded this message on 10/7/20, 2:38 PM.



Thank you for your interest in the 7th Street Transportation Study & Walnut Corridor Bikeway Project

The Town of Windsor's [7th Street Transportation Study](#) and the [Walnut Corridor Bikeway Project](#) will identify basic and enhanced design options for future project funding in these two corridors. Both corridors are a high priority due to crash rates, community support, staff knowledge and Town Board input. We need your feedback as we work to plan the future of these areas. Please join us on Thursday, October 8, at 7 p.m., for an online public meeting where you can learn more, provide feedback to project coordinators, and help town staff identify goals for each project.

To join the meeting using your computer, mobile device or tablet, click here: [Zoom Meeting](#) and enter passcode 686627. You can also call into the meeting by dialing 1-346-248-7799 from any phone and using passcode 686627.

Home Welcome Pro

Home » 7th Street Transportation Study

You have been signed in successfully

7th Street Transportation Study

October 2020 E-meeting Information



22 September, 2020



There will be three e-meetings in October 2020 to learn more about the project schedule , existing conditions and goals. Each of the meetings will review the same material. They are provided at different times to allow multiple opportunities for the community to participate. Video summaries of each meeting will be posted a week after the events.

You can join via electronic device using the passcode and meeting specific links below. You can also phone in at 1-346-248-7799 using the passcode for the specific meeting date.

E-Meeting #1 - Monday October 5th, 7:00 PM

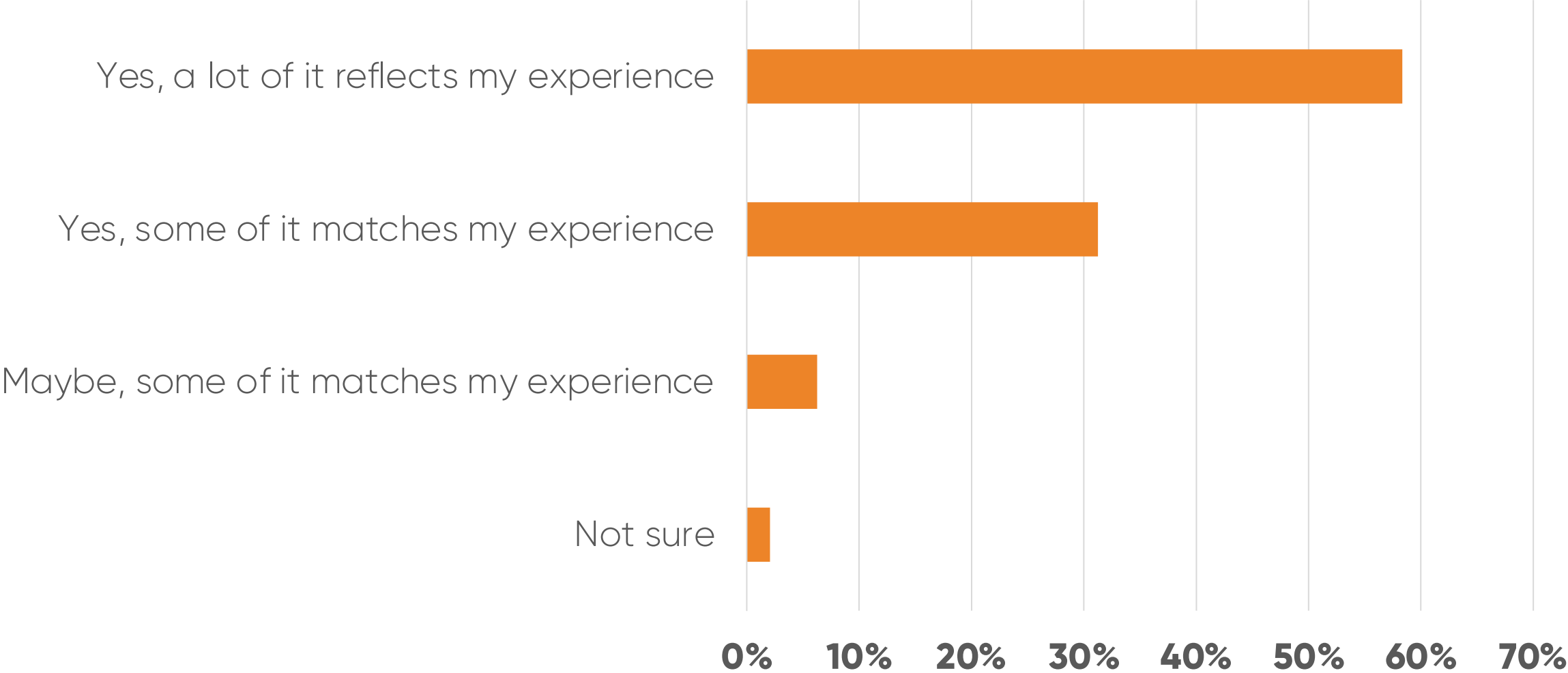
Meeting #2 - Wednesday October 7th, Noon

Meeting #3 - Thursday October 8th, 7:00 PM

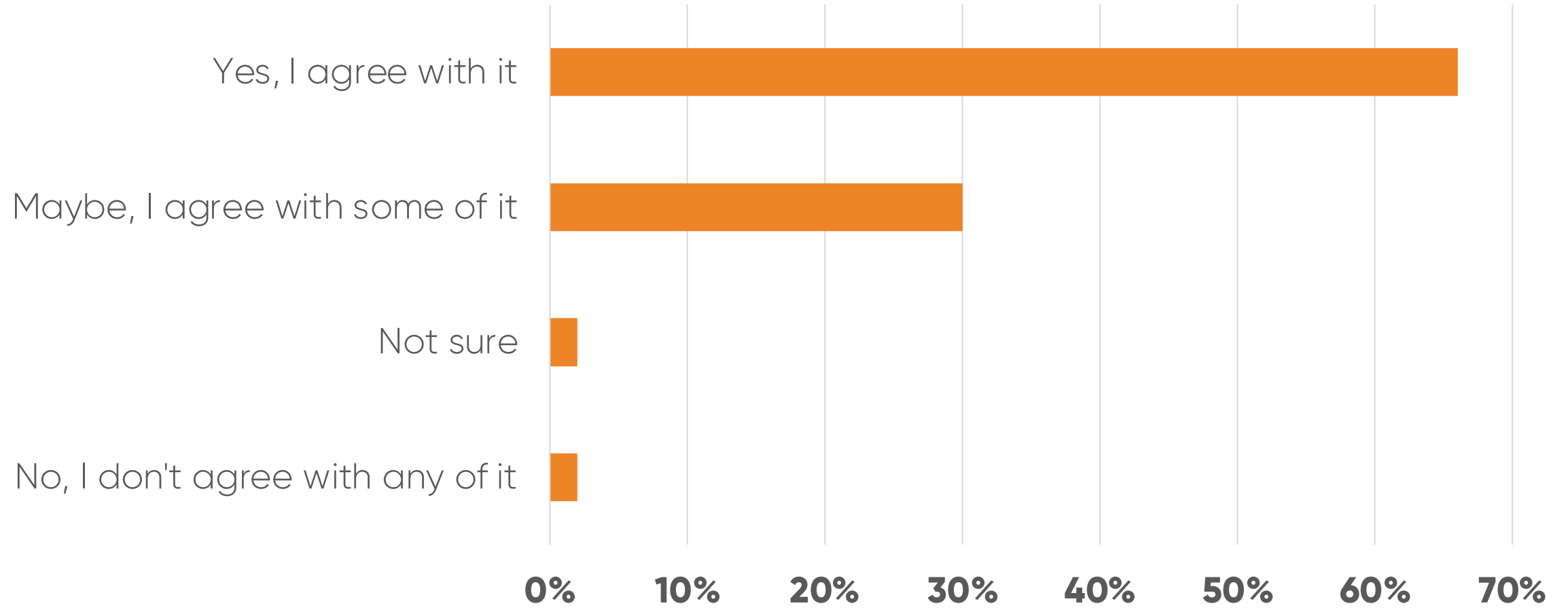
Passcode: 686627

<https://zoom.us/j/93403820012?pwd=QlVVTWRuV0R4bm50clF6cVZnb0dyUT09>

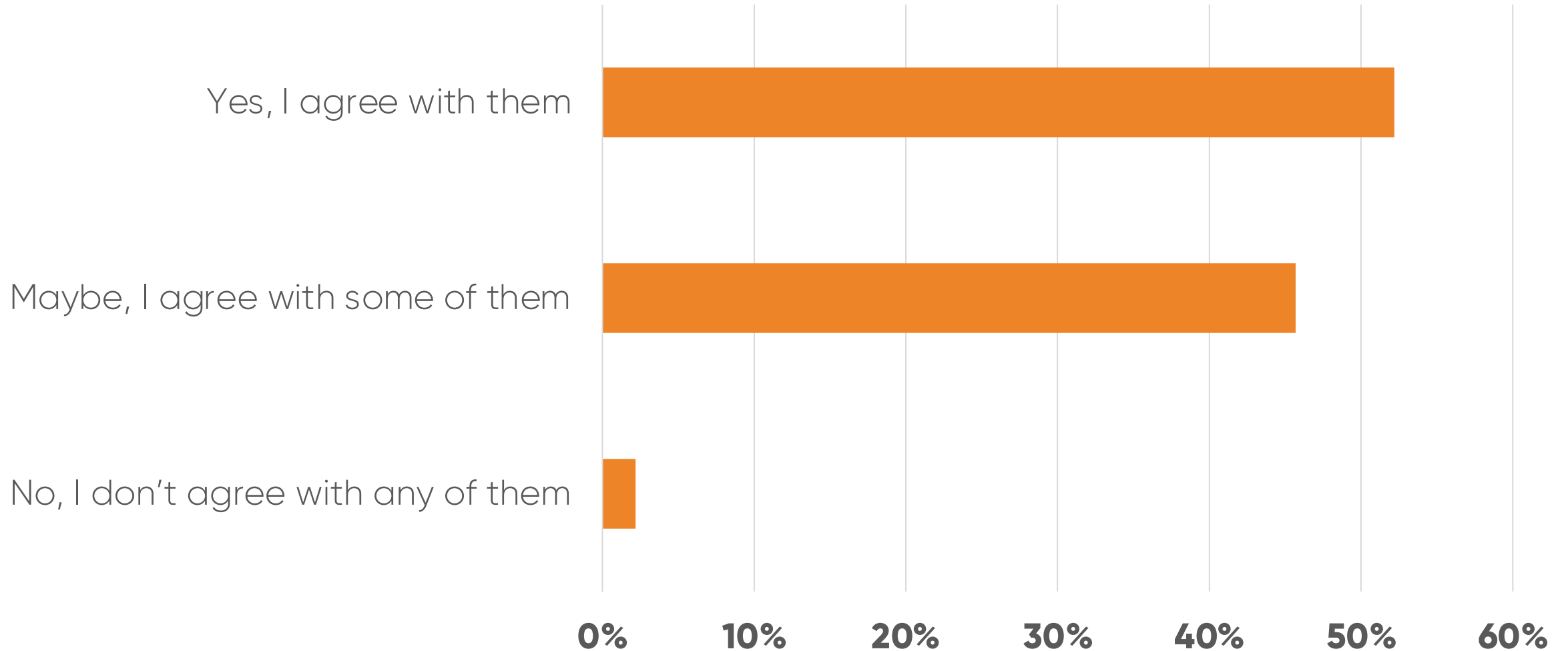
Does the 7th Street existing conditions data match your experience?



Do you agree with the 7th Street existing conditions data?



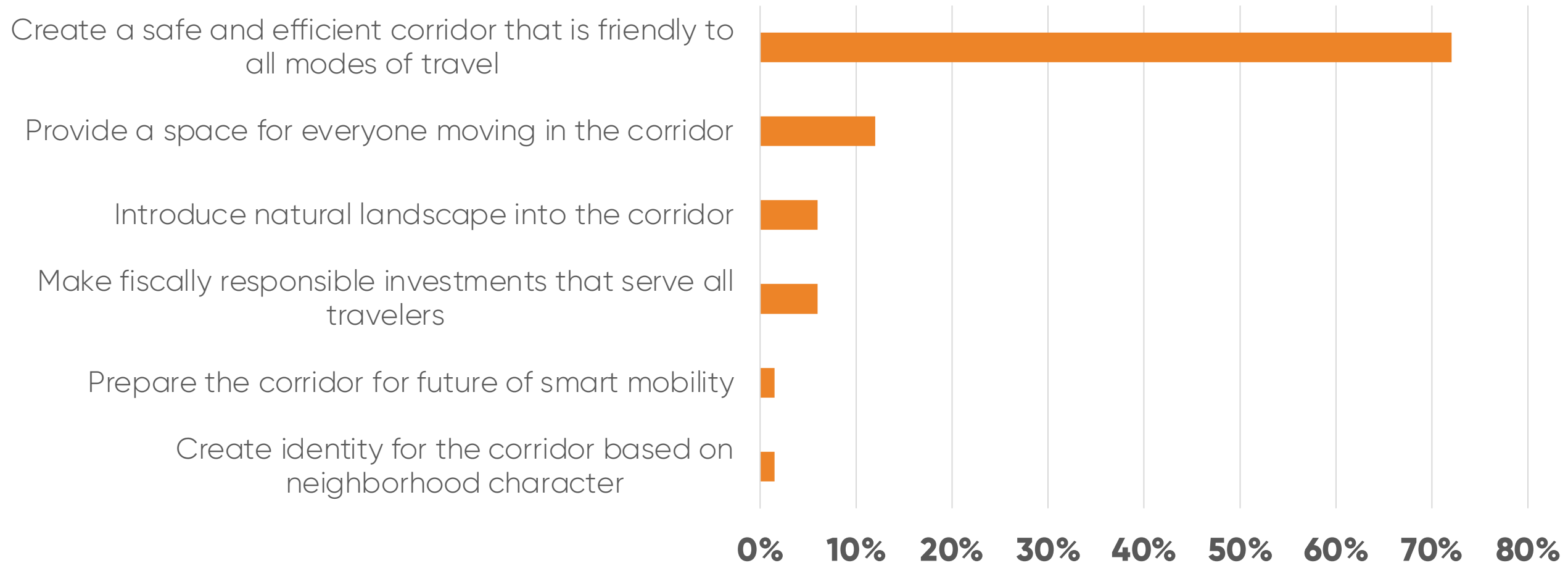
Do you agree with the 7th Street Transportation Study goals as written?



46 responses

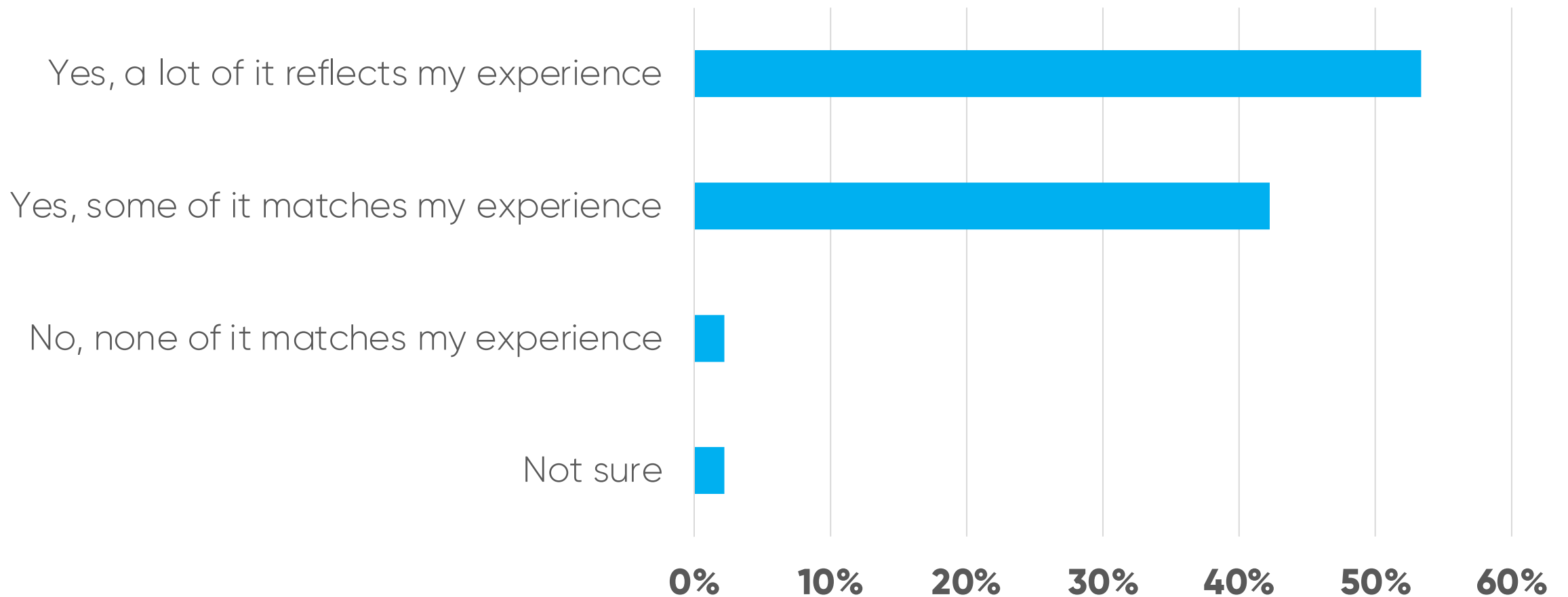


Which of the following should be the top goal for the 7th Street Transportation Study?



50 responses

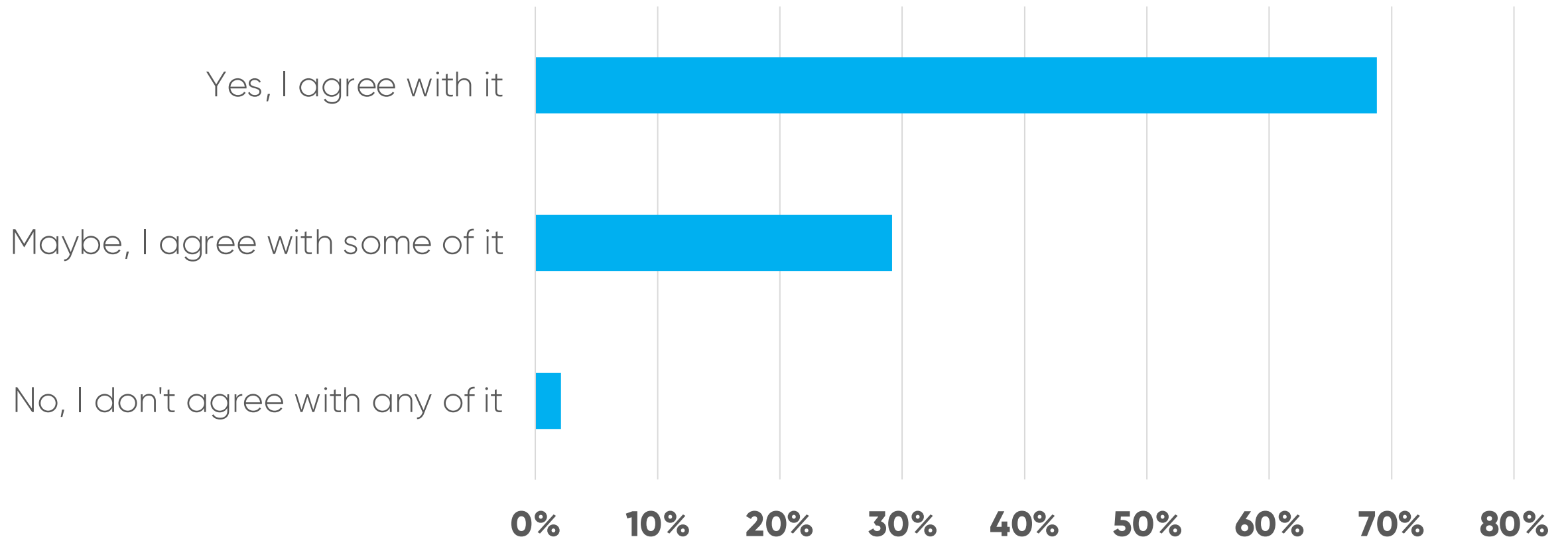
Does the Walnut Street existing conditions data match your experience?



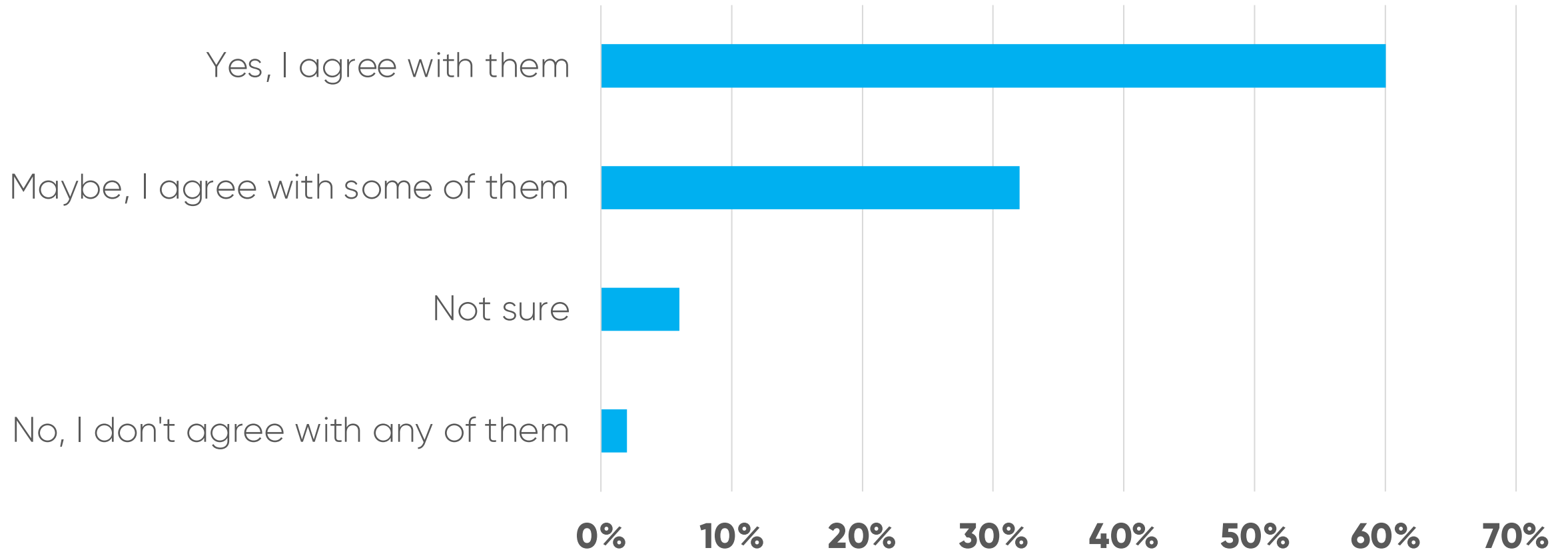
45 responses



Do you agree with the Walnut Street existing conditions data?

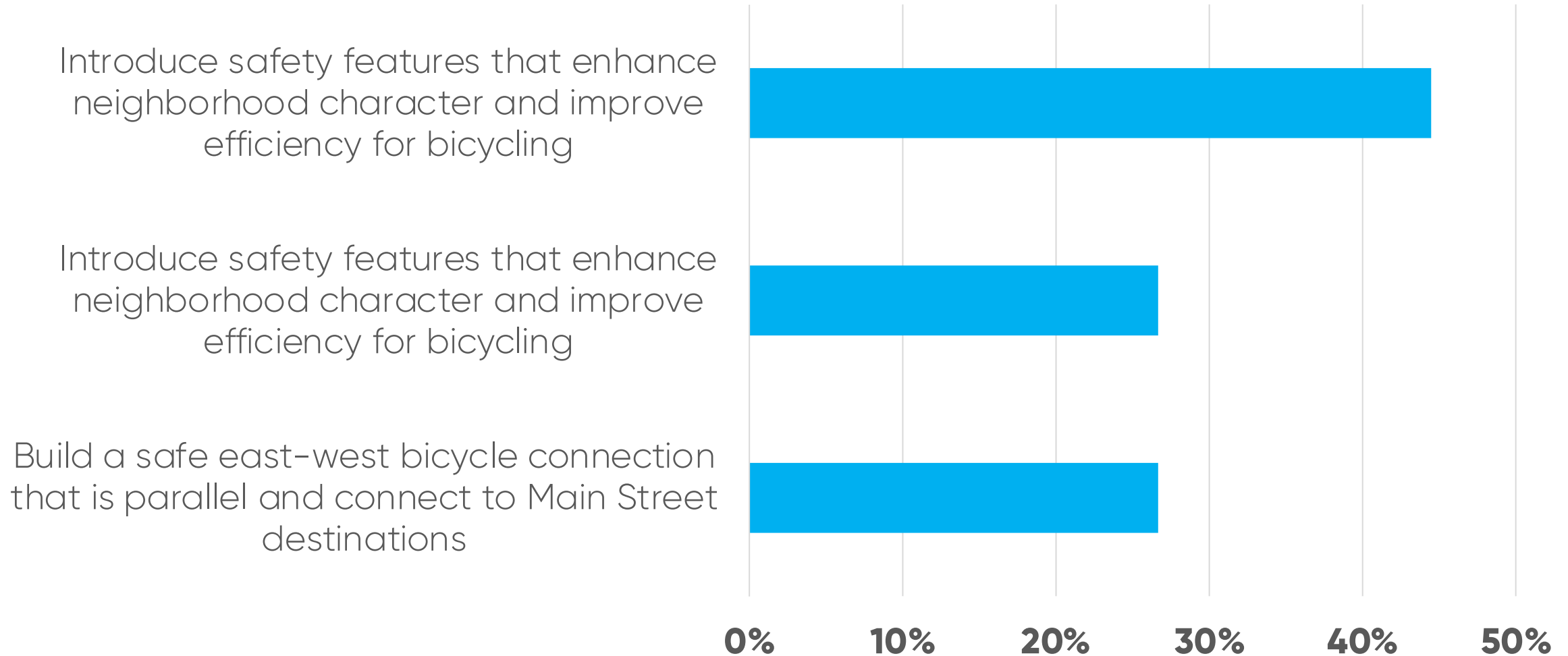


Do you agree with the Walnut Corridor Bikeway Project goals as written?





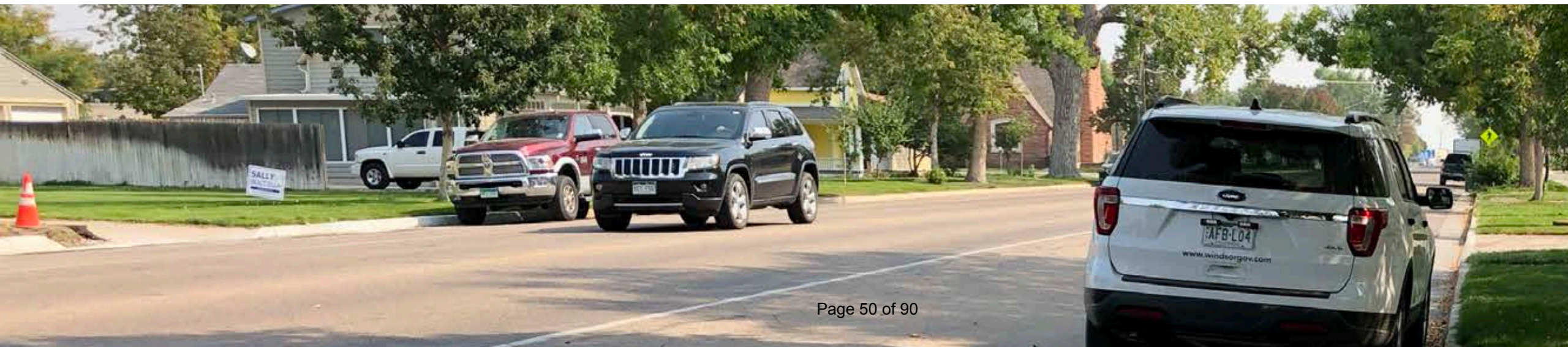
Which of the following should be the top goal for the Walnut Corridor Bikeway Project?



45 responses

Summary of KEY topics we heard about Walnut Street?

- Turning left onto 7th Street
- Crossing 7th Street on foot and bicycle
- Parking needs for church services and other events
- East/West cut through traffic
- Truck traffic on Walnut Street



Summary of KEY topics we heard about 7th Street?

- Traffic delays at Main Street
- Not feeling safe riding bicycles along 7th
- Sidewalk condition on 7th Street





"I think you guys are doing a good job of assessing the conditions."

"Thank you for this type of meeting. It worked very well."

"Thank you for your time and the good information."

"Thank you guys for all your hard work!"

"We can't thank you enough for addressing this issue."

"Thank you for the information. Good night! "

REVISED 7TH STREET TRANSPORTATION STUDY GOALS

Goal #1: Create a safe and efficient corridor that is friendly to all modes of travel

Goal #2: Make fiscally responsible investments that serve all travelers

Goal #3: Provide a space for everyone moving in the corridor

Goal #3: Plant more trees and landscaping in the corridor

Goal #5: Create identity for the corridor based on neighborhood character

Goal #6: Prepare the corridor for future of smart mobility



REVISED WALNUT CORRIDOR BIKEWAY PROJECT GOALS

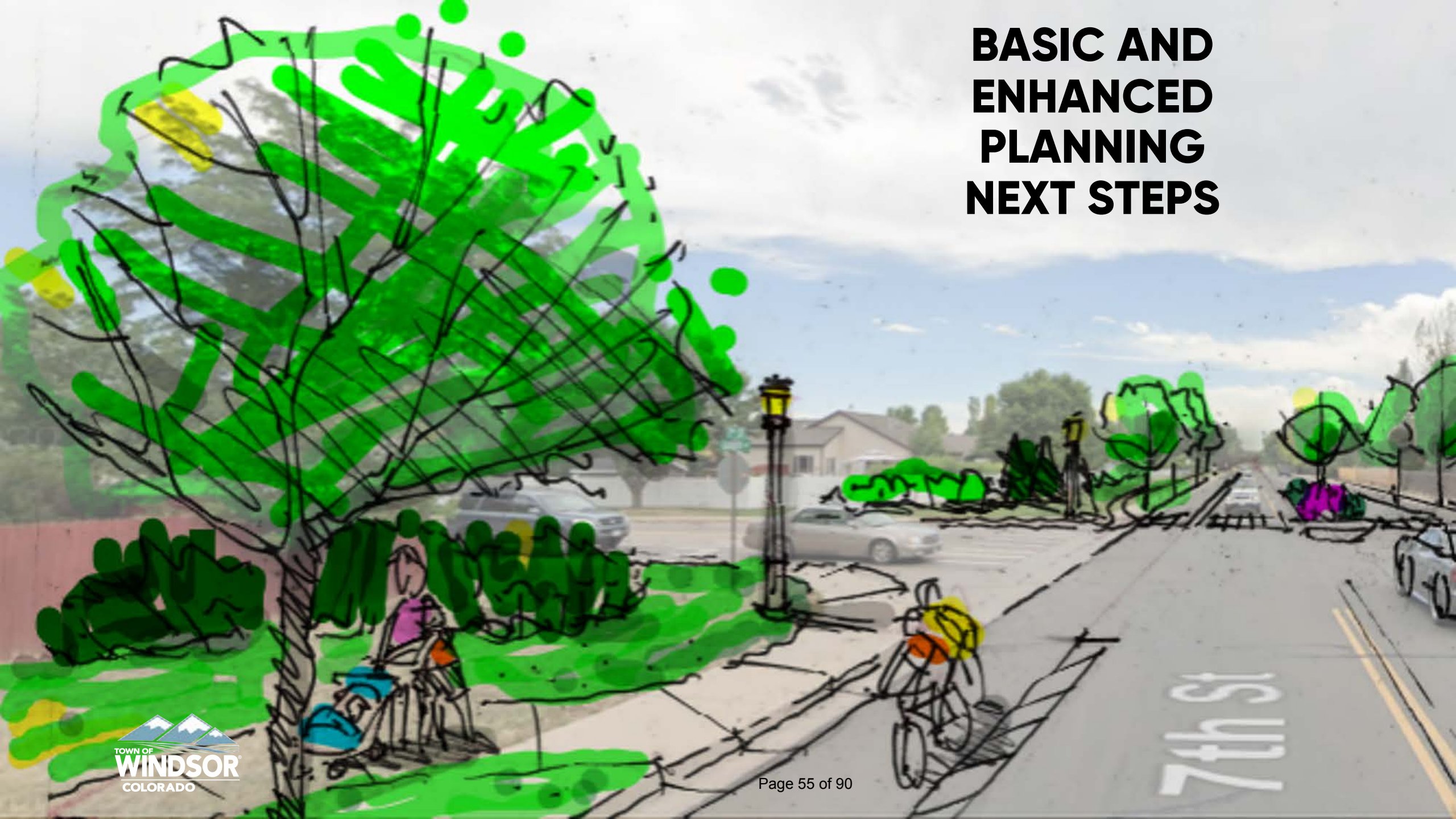
Goal #1: Build a safe east-west bicycle connection that is parallel and connect to Main Street destinations

Goal #2: Reduce intersection crash potential for all modes of travel

Goal #3: Introduce traffic calming to reduce speeds and crashes ~~enhance neighborhood character and improve efficiency for bicycling~~



BASIC AND ENHANCED PLANNING NEXT STEPS



Next Steps:

The design team would like to proceed with drafting a basic and enhanced planning concept for community feedback.

Basic Option Design Parameters

- Immediately address safety, comfort and connectivity
- Can be constructed or implemented under 3 months
- Can be removed in a few weeks (if issues arise)
- Can be incrementally phased into future enhanced options
- Funded with Town maintenance and capital budgets
- Can be maintained with existing staff and equipment
- Compliant federal and state safety guidelines
- Includes education, enforcement and on-going evaluation
- Most are not a solution beyond 24 months
- *2021 Budget is anticipated to include \$1.2M for the 7th street basic project*

Intersection Treatments: Flex Post & Paint



Intersection Treatments: Flex Post & Paint



Planter Pots and Wayfinding, Banners



Intersection Treatments: Curb & Gutter



Intersection Treatments: Curb & Gutter



Intersection Treatments: Curb & Gutter



Intersection Treatments: Curb & Gutter



Intersection Treatments: Curb & Gutter



Corridor Restriping



Corridor Restriping



Corridor Bike Protection



Education



Drivers: Be Kind!

- Watch for crosswalks
- Slow down and PAY ATTENTION
- Let walkers go FIRST



#SCPylde



Enforcement Campaigns (reasonably popular)



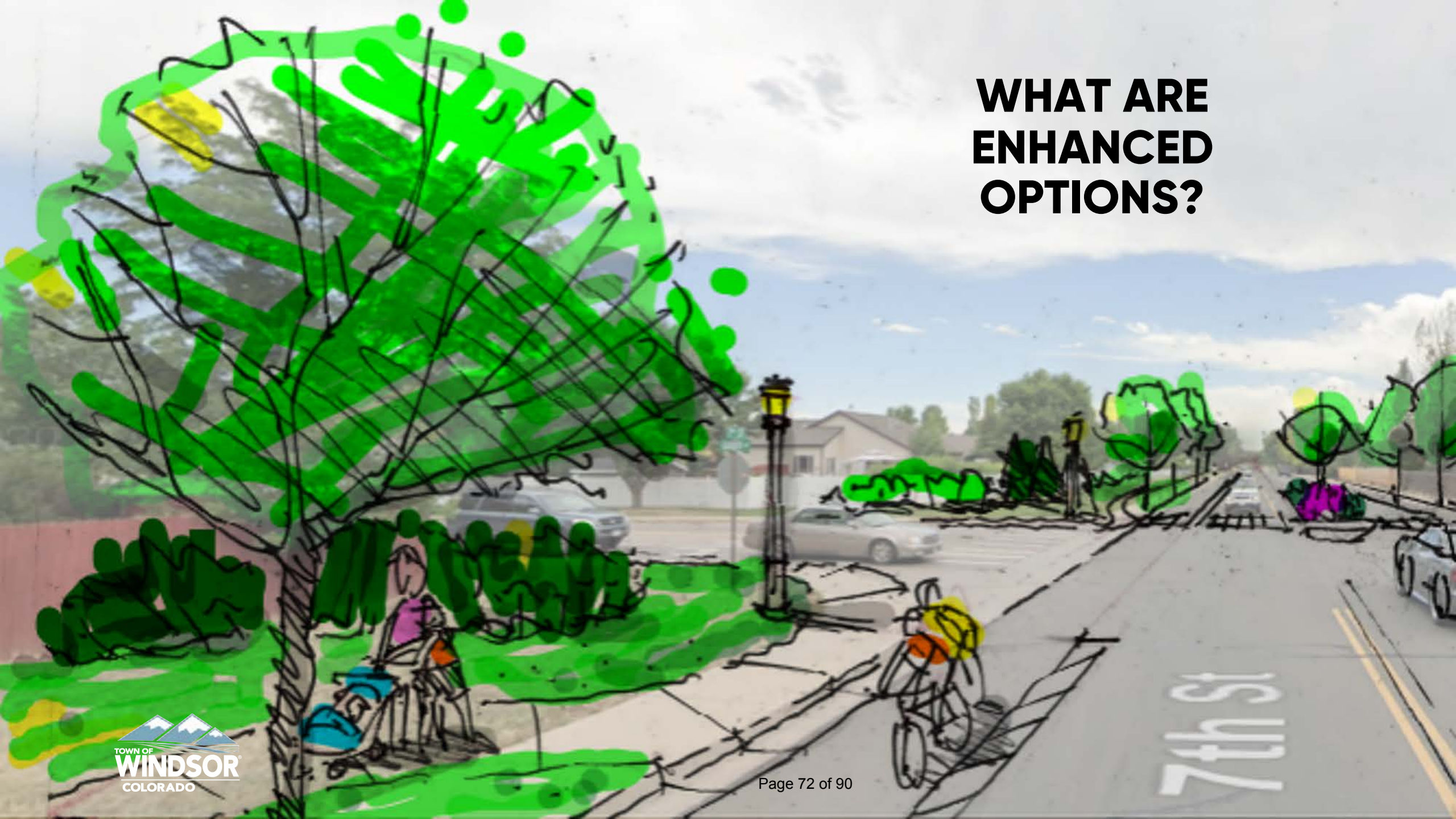
Enforcement Tools (not popular)



Cars pass by a red light camera on Drake and College on Sept. 10, 2015, in Fort Collins. *Erin Hull/Coloradoan Library*

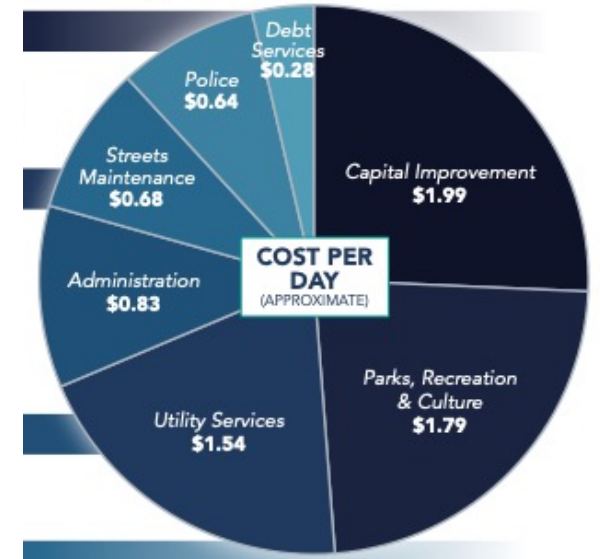


WHAT ARE ENHANCED OPTIONS?



Enhanced Options Design Parameters

- Incrementally built over the next decade
- Funded with Town capital funds and external grant funding
- Includes landscaping, lighting, signage and utility upgrades
- Might require new maintenance practices, staff and equipment
- Includes education, enforcement and on-going evaluation
- Projects range from \$3M to \$20M



Year 2020 Capital Budget = \$22M

Year 2020 Streets Maintenance = \$7.5M

Intersection Treatments: Full rebuild



Intersection Treatments



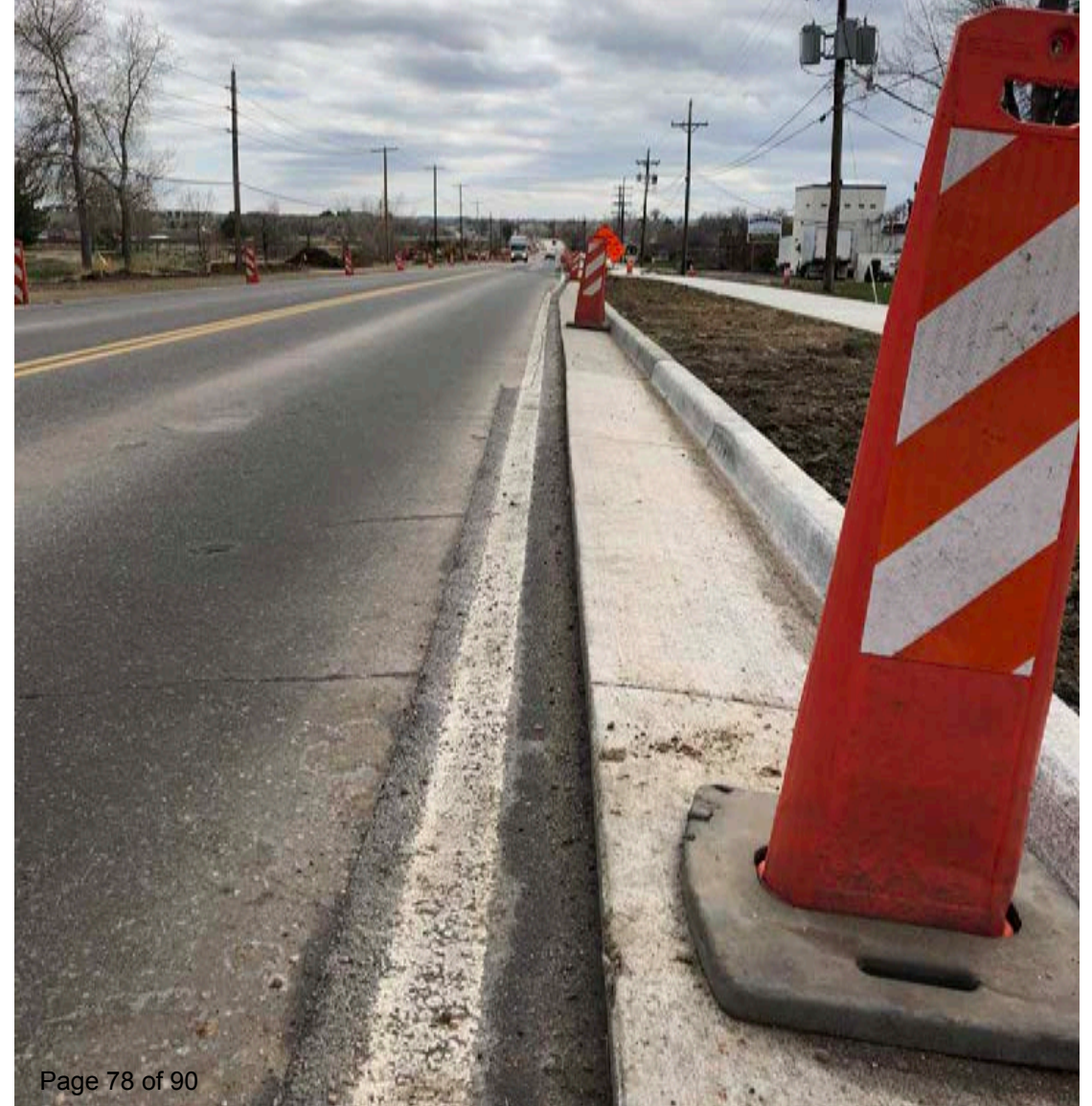
Intersection Treatments



Intersection Treatments



Corridor Rebuilding



Corridor Rebuilding

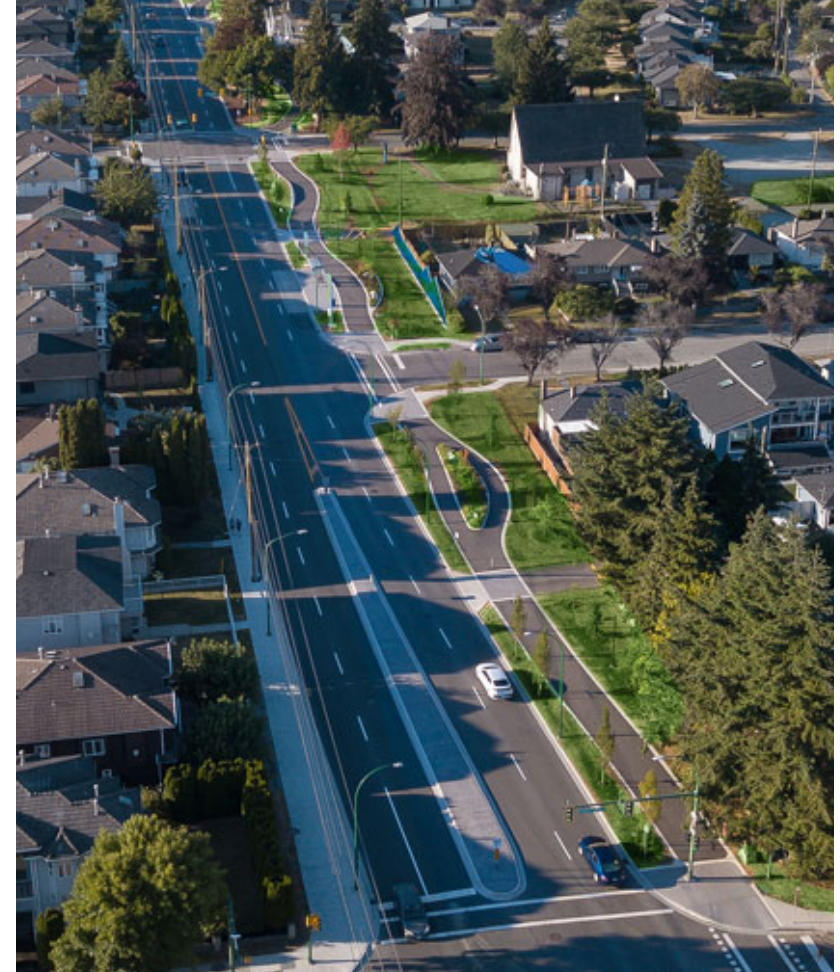


Corridor Rebuilding



Corridor Rebuilding: = \$15M

*\$6.75 million from City capital reserves
\$6.45 million from property developers
\$3.4 million from feds (TransLink)*



[Video link here](#)

October 2020 Community E-meeting Input



7th and Walnut Corridor Studies Webinar #1

Monday October 5th, 2020 7:00 PM

- I am curious if the crash statistics that did not include pedestrians/bicyclists could have been caused by pedestrians/bicyclists? As in there was a crash resulting from a car braking for a pedestrian, even though a pedestrian was not injured.
- Just a comment. I have long complained about the lack of regard of drivers for the crosswalks on 7th Street. I would never dare to step out there before a car comes to a complete stop!
- Does any part of this plan take into account possibly re-routing truck traffic off of Main Street?
- Can you implement more aggressive ways to discourage speeding on 7th and Walnut like raised crosswalks and round about?
- Yes, on welcome to our neighborhood signage!
- I agree with Walnut as safe bike street, it would also keep our neighborhood a neighborhood v. a speedway
- Slow the traffic and improve crosswalks on Walnut
- How do you widen streets without stealing landowners property
- I also have the same question as Gail.
- Vehicles were counted with traffic patterns. Has the same been done for number of bikes and people walking?
- 3 and 4 on the final poll
- Would homeowner parking be changed?
- I'm more concerned about the peak hours traffic congestion and delays not being addressed for this project, it's already so bad for example at 7th St. and Garden in the mornings for traffic trying to turn N. or S. onto 7th would like to see the peak traffic back ups and delays addressed.
- Your stats say that this volumes are acceptable. I question that when it takes two or more cycles of the light at 7th and Main.
- I have two suggestions: 1. Put a big speed limit sign just north of the traffic circle on 7th and Eastman Drive. 2. Put in a flashing pedestrian light at 7th and Garden. It is almost impossible to see a pedestrian on the crosswalk if cars are turning left on Garden.
- Garden and 7th and Walnut and 7th are super important to kids headed to the library and swimming pool.
- Any possibility of eliminating large truck traffic on Walnut? The signage doesn't work
- What is the breakdown of autos, bikes, and peds?
- We can't thank you enough for addressing this issue.
- Glad you enjoyed the historic pictures The Windsor Museum was able to provide most of those.
-

October 2020 Community E-meeting Input



- Carley, it hasn't been determined if any widening of Walnut Street would be required. Widening would generally try to be avoided or minimized due to costs and disruptions associated.
- Can you quickly review what Walnut data suggested?
- I don't like the idea of using Walnut as an alternative for bikes. I would like Main to be bike friendly.
- On walnut and 7th, the crosswalk doesn't match up well with the sidewalk on the south side of the intersection. Have had several close calls on my bike, especially with the turn lane on south bound 7th.
- more concerned about the peak hours traffic congestion and delays not being addressed for this project, it's already so bad for example at 7th St. and Garden in the mornings for traffic trying to turn N. or S. onto 7th would like to see the peak traffic back ups and delays addressed.
- I think adding a bike rack to the Poudre Express stops on 7th would help commuters. Thanks for the information session, very helpful.
- Also, left turn lane options along 7th might help with traffic (Elm, Locust, etc.)
- Parallel parking on the east side of 7th really obstructs the north bound traffic at Elm and 7th. Maybe some no parking curb markings a few feet from intersection.
- Thank you for the information. Good night!

7th and Walnut Corridor Studies Webinar #2 Wednesday October 7th, 2020 Noon

- On street parking on the east side of 7th street at Elm blocks view of oncoming traffic on 7th. This makes it very difficult to turn from Elm onto 7th street. Can we eliminate this parking?
- What does "pride and character" mean on the 7th street data slide?
- I'm the Director of Facilities for Our Lady of the Valley Catholic Church (OLV). Most of 7th St. is residential EXCEPT our big church. When we have Masses on Sat. & Sunday, we're dumping about 250 cars at a time onto 7th and/or Eastman Park Drive. At peak times, the roundabout really doesn't help much. You should take our traffic flow into your considerations. We also have some really busy weekday nights (e.g. Wed. & Thurs.) that would be a factor as well.
- There are a lot of people who access the back side of their property from 7th. Has there been any consideration to that as a part of this project so far?
- My son says that the yield signs that were installed on Main street have made it much easier to cross. Will you consider adding these on 7th?
- How does your "crash" data compare to data of other cities similar to Windsor? What is your goal in reduction of crashes?
- What does % preferred mean?
- I may have missed it but the backups on Stone Mountain trying to turn right into 7th after Skyview let out is bad. Biking there is dangerous at the time.
- We find that Walnut is good for walking and bicycling the way it is.
- I think you guys are doing a good job of assessing the conditions

October 2020 Community E-meeting Input



- I don't think you are looking at 7th north of Main St right now, but it is difficult to ride a bike along 7th from Main St north to the bike path.
- Cars sometimes park in the bike lane on Walnut, so then the bicyclists have to swerve around the cars.
- A way to slow down cars going down Walnut would be nice. I hear a lot of honks at the Walnut and 4th intersection. A roundabout might help.
- Thank you

7th and Walnut Corridor Studies Webinar #3

Thursday October 8th, 2020 7:00 PM

- Are you saying that the bike paths will be put on Walnut?
- We have concerns about diverting more traffic through walnut residential areas
- Are you considering affecting parking on Walnut? I do not have a driveway and need to park there. Plus, the churches need it and so do the residents at the apartment between 5th and 6th.
- I live on Walnut Street and see high traffic at times due to Main Street congestion. Are there any plans to reduce truck traffic on Main?
- I am concerned traffic on walnut will increase
- On walnut east of 6th st the time to look at parking is not what At 5 am. There are many churches and house have no off street parking.
- Are there any plans to anchor a grocery store on the east side of town? It appears the increased traffic on walnut going west on walnut off 11th st is because everyone is using walnut as a thoroughfare to get to the grocery store
- I think one reason for increased traffic on Walnut is because people trying to avoid Main Street
- churches really need parking on Walnut
- Would you please show slide for Walnut Street specifically?
- The parking need of the post office also needs to be addressed.
- As I see it at this time no goals address the needs of the resident's on these corridors and what effects they will have on property values.
- Any chance the speed limit can be further reduced on Walnut between 11th and 15th st from 25 to 20 since folks are already speeding?
- how many participants are there in the meeting?
- I feel Goal 5 should be more of a 'bonus' than a goal
- Would it be wiser to put the bikeways on a parallel street to 7th Street.
- Has turning left onto 7th Street been addressed?
- Thank you for this type of meeting. It worked very well.
- Can you please clarify if the Walnut plan is to increase traffic east/west?
- We are off Stone Mountain and it is very difficult to turn north onto 7th or south from Chestnut onto 7th
- Would a roundabout at the intersection of walnut and 7th help move traffic better?

October 2020 Community E-meeting Input



- Maybe do a parallel street to 7th until Stone Mountain, then connect to 7th afterwards
- Thank you for your time and the good information
- Thank you
- Thank you guys for all your hard work!
- Thank you!
- A roundabout at Walnut could be a problem, people might stop in the roundabout and fully block the intersection
- left (south) onto 7th from Walnut is dangerous! People take chances to get across and turn. I'd suggest a light or a round-about. I live on Walnut and I go south through neighborhoods to avoid that intersection.
- thank you

7th Street Transportation Plan and Walnut Bikeway Project

Community input via phone and e-mail



-----Original Message-----

From: Megan Neil <megs08@icloud.com>
Sent: Monday, September 14, 2020 8:38 PM
To: Paul Hornbeck <phornbeck@windsorgov.com>
Subject: 392 & 7th st. Intersection

Hi Mr. Hornbeck. I, as a Windsor citizen as well as an RE-4 school district bus driver, have one major concern (I know there are many) about the community's safety at the 392 & 7th st. intersection. I have witnessed too many people running very red lights trying to get on to 7th. I would love to see some sort of camera(s) there to count the number of offenses for research and future planning. I would really like to see "red light cameras" like the ones at the Harmony & Timberline intersection in Fort Collins be put to use at the aforementioned intersection in the near future. Maybe the fines that will be paid can go to help add more push button crosswalk lights.

Thank you for you time,
Megan Neil
(505)215-0115

-----Original Message-----

On Oct 5, 2020, at 5:15 PM, Liz Meyer <LizMeyer@frii.com> wrote:

Good morning, Carlos,

I attended most of Monday's well conducted virtual meeting but left before participating in the discussion. I would like to add a couple of comments for your consideration. First, I believe there already is a bike path at least on the north side of Walnut, maybe on the south side. Second, while the proposals are attractive and helpful, I don't feel that they address major underlying problems, those being, in no particular order, (1) the roundabout near 257 and Walnut that seems to make Walnut an attractive alternative to waiting for access to west bound 392 (Main Street), truck traffic on Walnut, (3) the heavy traffic on 392, (4) the especially heavy traffic at the intersection of 392 and 7th, 5) poor pedestrian signage, and (6) the almost complete lack of enforcement of traffic laws. In the past year I did speak with Sgt Aaron Lopez about truck traffic on Walnut and he was helpful; Sgt Robert Shainline is now the traffic person with the WPD and I'd have to say he seems more interested in speech making than conversation.

My experience has been that the Town has consistently said that nothing could be done to improve 392 because it's a State highway controlled by CDOT. I'm actually a big fan of Blue Ocean, the company that restored the Old Mill and several other buildings along Main Street, but the changes that occurred at their corner indicate that other changes could happen as well. You're welcome to call me (970-686-9594) if you wish, and thank you for your good work on this project. In the past year or so there was a public meeting with I think Ken Buck and other influential folks concerning our overcrowded post office, with many people complaining that mail isn't being properly delivered. (I personally have no

7th Street Transportation Plan and Walnut Bikeway Project

Community input via phone and e-mail



problem.) According to the information sent out afterwards, the post office folks who were in a position to make promises agreed that having big trucks load and unload mail somewhere else besides our little building on 6th between 392 and Walnut, in the industrial area on the east side of 257 perhaps, and the little delivery vehicles take off from there, would ease traffic numbers. I'm not aware of any further news.

-----Original Message-----

From: Rebecca Jardine <snoflake.rj@gmail.com>

Sent: Monday, October 19, 2020 8:53 PM

To: Paul Hornbeck <phornbeck@windsorgov.com>

Subject: Camera at 7th and main

Please add a camera at the intersection of 7th and main. Every morning I witnessed more cars and trucks running the red light heading east or west. I have had two near misses myself and that was even waiting several seconds after the light changed and looking both ways before turning. Too many people speeding or not watching the light. They also know that nothing will be done. The intersection has become very dangerous. I have lived here over 40 years and the intersection has gotten much worse.

Thank you,
Rebecca

Voice message that was left on the Town Clerk's VM box (Karen Frawley)

Hi, Karen, my name is Katie Callkins. And I just wanted to talk to somebody about Windsor project for 7th Street. I can't do the meetings, but I've lived on Seventh Street for 30 years and I walk up and down it every day with my dogs. The sidewalks are horrendous and they're very dangerous and that is my only input. I have no other input as far as the bike lanes or traffic or anything else. But, um, the sidewalks from main north to the lake are really, really bad. They go up and down over the driveways. They're crumbly, they're just in really bad shape. So that's my only input. If you have any questions, give me a call. Thank you very much.

Mary Koehler e-mail to Town Staff

I have been trying to get into the conversation tonight about Walnut St. and 7th St. Multiple attempts have been unsuccessful. My questions/input would be: to slow down traffic on 7th between Eastman and Main (25 mph?), put flashing lights on crosswalks, if a bike lane is to be added, then no parking on 7th, flashing sign of speed limit change when entering 7th from County Road 17. For Walnut adding a bike lane would potentially require no on street parking as well, which seems less practical. Thanks. Mary Koehler



MEMORANDUM

Date: November 9, 2020
To: Mayor and Town Board
Via: Shane Hale, Town Manager
From: Karen Frawley, Town Clerk
Re: Future Meeting Agenda
Item #: 2.

ATTACHMENTS:

- ▢ Future Meetings Agenda



FUTURE TOWN BOARD MEETINGS

November 16, 2020 5:30 p.m.	Town Board Special Meeting DDA Budget presentation—Matt Ashby Wayfinding Signage Discussion—Matt Ashby Executive Session: Performance Reviews
November 23, 2020 5:30 p.m.	Town Board Work Session Water/Sewer Rate Discussion--Stantec Future Legends BID
November 23, 2020 7:00 p.m.	Town Board Regular Meeting
December 7, 2020 6:00 p.m.	Town Board Work Session Affordable Housing discussion for Strategic Plan
December 14, 2020 5:30 p.m.	Town Board Work Session Review of past SH 392 Bypass Studies and Alignments
December 14, 2020 7:00 p.m.	Town Board Regular Meeting
December 21, 2020 5:30 p.m.	Town Board Work Session Board-Manager-Attorney Social
January 4, 2021 6:00 p.m.	Town Board Work Session
January 11, 2021 6:00 p.m.	Town Board Work Session
January 11, 2021 7:00 p.m.	Town Board Regular Meeting
January 18, 2021 6:00 p.m.	Town Board Work Session Impact Fees (Road Impact, Parks, Drainage, Water, etc.) Poudre River Trail Corridor Strategic Plan Update
January 25, 2020 6:00 p.m.	Town Board Work Session
January 25, 2020 7:00 p.m.	Town Board Regular Meeting

Future Work Session Topics

- Eastman Park Drive Corridor Plan (January)
- Urban3 Follow Up (January)
- Joint Meeting with Town of Windsor, Town of Severance, Fire District and School District – Tentative for Fall of 2020
- Facility Master Plan Check in (January)
- Telecom Code (December or January)
- Poudre Learning Center Presentation (January)
- Comprehensive Plan Review
- Proportional services and amenities for planned population (February 2021)
- Presentation of Eastman Park Drive Corridor Plan Connectivity Analysis (February)
- Economic development/retail needs based on population levels
- Code Amendments for Reimbursements