

COLORADO COLLEGE

Transportation Master Plan

The following comments were received during the Public Open House hosted at Slocum Hall Dec. 4. More than 65 people attended the Open House and provided feedback on safety and mobility issues.

Cascade Avenue

- Traffic stopping on Cascade is very inconsistent. It can be scary to cross. (Student)
- The introduction of speed bumps in many of the locations with heavy pedestrian traffic would be extremely effective. (Student)
- Traffic is frustrating at times; cars don't always stop on Cascade. Speed bumps would be very effective. (Student)
- I am still alive, but barely. (Unidentified)
- Changing Cascade to single lanes north and south will cause traffic flow to move to north/south streets east of Colorado College (Wahsatch, Weber, Corona, Royer, etc.) causing further congestion in the neighborhoods. (Neighbor)
- The multiple crossing and flashing lights on Cascade are very effective. (Neighbor)
- Evening is more challenging to be able to see students when lights are flashing. (Neighbor)
- Consider a very expensive but most long-term traffic solution by tunneling Cascade under the campus. It would address the dangerous situation at the Uintah intersection. (Neighbor)
- The Cascade crosswalks need better lighting due to severely decreased visibility at night. (Student)
- Putting a bridge over Cascade Avenue would be very expensive, but the best thing for all the pedestrians. (Neighbor)
- The crosswalk flashing lights on Cascade flash too long, so drivers may ignore them. (Neighbor)
- Pedestrians at the crosswalks do not look for cars – flashing lights may give them a false sense of security. (Neighbor)
- Consider temporary closure of Cascade during heavy student traffic times (8:30 – 9:30 a.m., and 4:30 – 5:30 p.m.) Cascade can remain open during block breaks, on weekends, and during spring or winter breaks. (CC Staff)
- Reduce Cascade to one lane in each direction. (Staff/faculty)

Nevada Avenue

- I almost always feel unsafe while crossing Nevada. I don't think cars can see pedestrians well and even if they can, they don't care to stop. (Student)
- Traffic move too fast through campus on Nevada and traffic is heavy. (Neighbor)
- I'm exceedingly aware of the high car traffic on Nevada Avenue (specifically the crossing between Jackson House and Barnes Science Building). I'm frequently caught in a situation where one car stops to let me cross while a car in the other lane remains unaware and speeds by. Needless to say, this is not a safe situation. (Student)
- Nevada Avenue crosswalks could use more visibility. (Neighbor)

Pedestrian safety

- CC needs to follow the examples of the University of Denver and Colorado University (both pedestrian-friendly areas). Install over or underpasses on Cascade that separate the pedestrians from traffic issues. This could eventually be extended to the always-dangerous crosswalks on Nevada east of campus. (Neighbor)
- Pedestrians on bikes or skateboards leave drivers virtually zero time to yield to them because they enter the street or crosswalks so quickly. Perhaps some reminders throughout the year would be helpful to the students. (CC staff)
- Lighted crosswalk signs help immensely to curb the tunnel vision motorists have and alter them to pedestrians from the side. (Resident)
- For the most part, pedestrian safety is pretty solid. The issue is that most students hold a sense of entitlement when crossing Cascade, and this is very inappropriate. (Student)
- One issue I have is that street lighting on Cascade actually makes it more difficult to see pedestrians from a car. (Student)
- It is difficult to be able to see and anticipate fast moving pedestrians, such as long boarders and bikers, who do not plan to stop. It is these type of pedestrians that concern me the most when driving on Cascade. (Student)
- There is a misconception, on the part of students, that a blinking light means one is entitled to cross the street without regarding oncoming traffic. This is more of an attitude issue, but it is directly related to student (and non-student) safety. (Student)
- The flashing lights at crosswalks have been a godsend and should be added on Nevada, Uintah/Tejon and Cache La Poudre/Tejon. Ironically, crosswalks with flashing lights are safer than the traffic signals. (Student)
- The flashing lights are key and we need to make sure they function correctly. (Student)
- Make students more mindful of etiquette when crossing. (Staff/faculty)
- Students wouldn't use over/underpasses for lack of convenience and closing Cascade or Nevada is not realistic. (Staff/faculty)
- The current layout with automatic flashing lights on Cascade should be replicated on Nevada. (Student)
- Lag time of Cascade lights makes drivers lost trust that a pedestrian is there. At times the lights seem to be continuous. At night, they seem blinding. It's harder to see a crossing pedestrian because of the lights. (Student)
- Need a signalized pedestrian/bicycle crossing at Tejon Street/Uintah Street intersection. (Neighbor)

Parking

- Don't raze historic buildings or businesses for parking. I don't want to live in a sea of parking lots or new modern structures. (Neighbor)
- Parking is in short supply near many buildings. This is difficult for those who have to come and go several times a day, or for handicapped employees/students/community members. (Student)
- Cars parked on either side of the crosswalk on Nevada reduce visibility. (Student)
- No parking on Cache La Poudre past Cascade or make Cache west of Cascade completely pedestrian. (Staff/faculty)
- No parking on Nevada between Cache La Poudre and Uintah. (Staff/faculty)

General comments/observations

- The streets here should make both cars and pedestrians feel safe all the time. (Student)
- Slow traffic on Cascade and Nevada. (Neighbor)

- CC can always benefit from additional lights on campus! (CC staff)
- Safety is the first thing that comes to mind acting as a motorist and pedestrian. (Resident)
- Using traffic calming techniques like curved streets, raised intersections, or possibly reducing traffic lanes could offer solutions. (Resident)
- Will there be consideration of testing ideas with temporary infrastructure like in the Better Block Pikes Peak project? (Resident)
- Traffic calming measures need to be comprehensive. Look beyond the data and consider emotions and real life perceptions. (Neighbor)
- Would slowing the speed limits through campus (Cascade and Nevada), on the north/south streets have any benefit for overall driver/pedestrian safety? (Student)
- Discuss issues to address jaywalking on Cascade Avenue. (Student)
- One would think we wouldn't need to remind 18+ year-olds the importance of looking both directions, waving to say "thank you," stopping before entering the crosswalk, but this is apparently not the case. (Staff/faculty)
- Can campus safety issue jaywalking citations to students?
- What is being done about pre-empting transportation safety concerns for areas south and east of campus where the College may expand? (Student)
- Better lighting in general, specifically on Weber, Wahsatch, Uintah and Cache La Poudre. (Student)
- The Tejon Historic Line should be emphasized and restored. (Student)
- Cutler to Shove and Tejon are too important to be overlooked. (Student)
- Would like to see bike lanes on Tejon Street south of the campus. (Neighbor)
- Bike lanes on Cache La Poudre should be continuous from park to beyond Weber Street. (Neighbor)
- At night, when police cars/safety carts are parked on or driving on footpaths, they should turn off headlights to avoid blinding pedestrians/cyclists. (Neighbor)