What are your thoughts about possible ways to improve pedestrian, bicycle and vehicle safety on and around the campus?

- It’s important for the college to coordinate physical changes to ensure first responders have access when responding to calls on campus.
- The flashing lights at the crosswalks have improved safety for pedestrians and others.
- There’s too much traffic on Cascade Avenue.
- The crosswalks on Nevada Avenue are still dangerous.
- Pedestrian safety on Nevada Avenue is a concern. Many pedestrians run in front of traffic.
- Traffic on Nevada Avenue needs to slow down.
- Signs should be posted on Nevada Avenue to remind drivers that pedestrians have the right-of-way.
- One major safety issue involves bicyclists or skateboarders crossing Cascade Avenue, particularly at night. They are very difficult to see.
- Nevada presents a challenge to pedestrians. Pedestrian tunnels or bridges might be a consideration.
- Flashing lights on Nevada Avenue, like the lights on Cascade Avenue, may be beneficial.
- Some residents are opposed to students in the neighborhood.
- Should there be fewer crosswalks on Cascade Avenue? Are there too many places to cross?
- Underground parking would be beneficial to students and the overall campus.
- The college should do a better job of providing parking for students, staff, faculty and visitors. Some people park in the Old North End Neighborhood when they can’t find parking on campus.
- There are so many pedestrians, skateboarders and bicyclists, accidents are anticipated everyday.
- Cascade Avenue is an accident waiting to happen. There have been so many near misses. The problems are most prevalent between 8-9 a.m., and between 11:30 a.m. and evening rush hour.
- I’ve almost been hit while crossing Cascade.
- The flashing pedestrian signs have helped, but students on bikes tend to be in the crosswalk before the lights begin flashing.
- I avoid driving Cascade through the campus; however, Nevada is a bigger concern.
- The flashing lights at the crosswalks have been effective. I tend to slow down when I see them. They remind me where I am driving.
- The crosswalks provide a safe haven for pedestrians and they shouldn’t cross elsewhere and expect protection.
- Safety is a critical issue.
• How can traffic be redirected from Cascade to improve safety?
• Why aren’t there pedestrian bridges across Cascade?
• Parking on campus is difficult. Some students and visitors park in the Bemis Art School lot and walk to campus. That blocks the Fine Arts Center (FAC) loading dock and trash bin and reduces parking spaces for Bemis visitors.
• College visitors sometimes use the FAC parking lot on Dale Street, which reduces parking for FAC visitors.
• Special events on campus often significantly impact access to the FAC.
• The flashing lights at the crosswalks on Cascade are ineffective. Drivers tend to ignore them because they flash too long.
• Students aren’t as careful as they should be. They rely too much on the blinking lights and expect drivers to stop.
• The number of crosswalks should be reduced. There are too many places to cross Cascade.
• The crosswalks on Cascade should be more like the crosswalk on Weber Street for Steele Elementary School. It has a red light, which is safer for pedestrians.
• Don’t close or reduce the number of lanes on Cascade. That would push traffic to streets to the east.
• Pedestrian tunnels or bridges would not work.
• Don’t build pedestrian bridges across Cascade.
• Close Wood Avenue and Tejon Street at Uintah.
• In 1968, the plan was to lower the elevation of Cascade through the campus and build pedestrian bridges over the avenue.
• Reduce Cascade, Nevada, Weber and Wasatch to a single lane through the campus, similar to the Uintah narrows.
• Close Cache la Poudre west of Cascade.
• Pedestrian crossings on Cascade with bump outs and flashing signs are garish. They could be better.
• Pedestrian visibility at Nevada and Uintah is poor, particularly north of Uintah.
• The changes on Cache la Poudre have been handled well, but don’t reduce the number of available parking spaces.
• Any modifications for safety and mobility should consider pedestrians and bicyclists, no matter which street is considered.
• Don’t mess with current street lighting; don’t depart from the college’s current lighting standards for pedestrians.
• Landscaping shouldn’t impede pedestrian visibility.
• Don’t impede access to Monument Valley Park from Cache la Poudre.
• Driving through campus on Cascade is too difficult.
• Lighting could be improved at crosswalks to improve pedestrian safety.
• Provide adequate lighting, but don’t contribute to light pollution in the surrounding neighborhoods.
• Have pedestrian tunnels or bridges been considered?
• The pedestrian crosswalk lights on Cascade pose the greatest challenge. They flash when no one is crossing.
• Pedestrian safety is paramount. Getting pedestrians off the street seems to be the best solution. Pedestrian bridges or tunnels might work, but not for bicycles or skateboarders.
• Can Cascade be closed to traffic?
• The crosswalk flashing lights on Cascade are good; however, it’s still a little sporty, particularly at dusk.
• Pedestrian tunnels are not the best solution. There are safety issues involved.
Pedestrian bridges are a more likely solution, but not best for bicycles or skateboarders.
Be careful of traffic calming on Nevada Avenue. Because it is an arterial, traffic can’t be slowed too much.
Pedestrian bridge or pedestrian tunnel won’t work and become an aesthetic issue.
If Cascade Avenue is reduced to one lane in each direction, maintain left-turn lanes.
Lengthen left-turn lane at Cascade/Uintah.
Remove the median opening with access to the parking at the north end of campus.
Avoid increasing speeds or traffic volumes on Nevada Avenue.
Improve lighting at crosswalks so pedestrians are more visible.
Crosswalks on Nevada Avenue must be made safer.

How can Colorado College best work with the community, organizations and residents in the area to develop transportation solutions that benefit everyone?

- Make sure you reach out to the Old North End Neighborhood and to Penrose Hospital.
- Involving the community from the outset is the best approach.
- The Council of Neighbors and Organizations (CONO) was involved in the college’s earlier transportation planning efforts. Get them involved early.
- Communication with the college hasn’t been the best in the past, but it is improving. Keep the lines of communication open.
- Traffic limitations created by the college impact hundreds of people. Workarounds are possible if given sufficient notice.
- Not knowing about special events at the college creates frustration.
- The Working Group is a wonderful idea. This is the best approach.
- Our city council is much more engaged now than the last time the college developed a transportation plan.
- The strong mayor form of government will benefit the planning process.
- The bottom line is: Accommodate traffic; we’re not going to get rid of it.
- The process you have in place should be effective. This should be a good process for considering ideas.
- Not all issues will be resolved, but communication is paramount.
- President Tiefenthaler must be involved in the process for it to be successful.
- You’re on the right track. Build grassroots support, open discussion and communication.
- You have to include all the key players for this process to succeed.
- Early in the process, demonstrate that modifying Cascade won’t increase traffic on Wood and Nevada avenues or Weber and Wasatch streets.

Do you believe Colorado College will face any challenges in developing a Transportation Master Plan for the campus and the surrounding area? If so, what?

- I think the Old North End may have an impact.
- A challenge might be if businesses on Nevada Avenue are impacted by modifications to Nevada.
- The Old North End Neighborhood may not agree with the proposed plan.
- The cost of any proposed changes may be a challenge.
• Space constraints will pose a challenge. The college is surrounded by private property.
• The safety factor on Cascade Avenue is a challenge.
• One challenge is creating a plan that works for all the stakeholders.
• All benefit by working together and expanding the scope beyond transportation.
• You’re dealing with very intelligent and opinionated people, including students, faculty, administration, neighborhood associations and citizens.
• The city is hamstrung and lacking resources.
• You have an opportunity to address mobility issues, particularly east/west traffic flow, which is bad.
• One challenge is ensuring everyone’s voice is heard and acknowledging that not everyone will get what he or she wants.

What potential impacts do you believe will occur if traffic on any of the streets within or near the campus were modified, or if any of the intersections were modified to improve safety?

• Don’t know what benefit would be gained by narrowing Cascade? Reducing Cascade to one lane will only stretch out traffic.
• Don’t see any impacts to the fire department’s ability to respond. The roads and intersections are designed to ensure we can respond.
• The closure of Cascade Avenue would impact access to the Fine Arts Center, but it could be dealt with.
• Concerned about traffic impacts to Nevada, Weber and Wasatch. The plan needs to be approached carefully.
• Would like to see traffic circles (roundabouts) at each end of the campus on both Cascade and Nevada.
• Traffic might divert to other streets, which would affect traffic flow.
• Support any plan that develops a safe, functional transportation plan for the area.
• Don’t foresee any major impacts.
• Don’t think reducing lanes on Cascade Avenue will increase traffic on other streets.
• If Cascade Avenue is reduced to one lane in each direction, concerned about northbound traffic backing up during peak periods and impeding traffic on Cache la Poudre.

Do you have any other issues, concerns or thoughts regarding how safety might be improved on and around the campus and this community involvement process?

• Always concerned about pedestrian safety on Tejon Street.
• Seen considerable vandalism to cars on Monument Street.
• Install the flashing signs for pedestrians on Nevada Avenue.
• Slow traffic down on Nevada Avenue through the campus.
• The issues haven’t changed. Safety issues have always been there.
• Divert traffic off Cascade or slow it down by narrowing the street.
• Diverting traffic off Cascade to Nevada, Weber and Wasatch would have minimal impacts. The greatest impacts would be during rush hours.
• Roundabouts would help slow traffic on campus.
• A campus shuttle during peak hours could improve safety and mobility.
• Is parking sufficient on campus for students, staff and faculty?
• Visitors to campus often don’t know where to park. Signage needs to be better and more user friendly.
• The school needs to continually work with student/faculty/staff pedestrians to encourage them to pay attention. Traffic safety education needs to continue to be emphasized.
• Make the campus more pedestrian oriented.
• Roundabouts are not pedestrian friendly.
• Keep Cache la Poudre open west of Cascade. Don’t change its current alignment or accessibility.
• Uintah presents the greatest challenge. You have to deal with noise, traffic and vibration issues in the surrounding areas.
• Have you considered what other colleges located in urban environments have done to improve safety and mobility? What lessons can we learn from the efforts of others?
• Slow traffic, but don’t impact historic medians.
• Improve pedestrian access to downtown by improving lighting and installing emergency call boxes.
• Improve transit on Nevada Avenue between campus and downtown.