

OAK STREET STREETSCAPE DESIGN CHARRETTE

OAK STREET STORMWATER IMPROVEMENT
PROJECT

June 22-28, 2021

Prepared by:



INSTITUTE FOR THE
BUILT ENVIRONMENT
COLORADO STATE UNIVERSITY

DAY ONE: KICKOFF

TUESDAY, JUNE 22, 2021

Day One of the Oak Street Streetscape Design Charrette focused on providing participants with background information and context for the overall project as well as the process and desired outcomes for the design charrette. The day included a kickoff meeting, followed by a site walk and ended with an evening meeting for residents and staff who were not able to participate in the daytime meeting. Participants included a variety of project team members, staff members from related City of Fort Collins departments, representation from the business community and community residents.

Project Overview & Goal Setting

10am-11:30am, Zoom

Attendees

Core Team: Heather McDowell (Utilities), Matt Fater (Utilities), Pete Iengo (CPIO), Tara Muller (CPIO), Angie Milewski (BHA), Roger Sherman (BHA), Jason Messaros (BHA), Andy Patton (BHA), Brian Smith (Anderson Consulting Engineers), Josie Plaut (IBE), Katie Redman (IBE)

City Staff: Jill Wuertz, Kendra Boot, Tyler Siegmund, Elodie Vigneron, Jen Torrey, Julia Feder, Basil Hamdan, Aaron Wagner, Kyle Lambrecht, Cortney Geary, Rachel Steeves, Kate Rentschlar, Katy McLaren, Heather Young, Jesse Schlam, Wes Lamarque

Residents: Meg Dunn, Lisa Hoffman, Janice Lynne, Tom Hoehn, Patricia Babbot, Nancy York, Dianis Lorena, K Shook

Business: Todd Dangerfield (Downtown Development Authority)

AGENDA

Topic	Notes
Orientation	Pete Iengo provided a welcome, Zoom overview, and introduced language justice.
Welcome	Project Manager Heather McDowell and Matt Fater welcomed participants and introduced the project team.
Workshop Overview & Schedule	Josie Plaut provided an overview of the workshop purpose and schedule.
Project Background	Heather McDowell provided background and context for the project including the overall Downtown Stormwater Improvement Plan, the Oak Street project work to date and future timeline. Participants also viewed the project video provided by utilities, which is located on the project website.

Site Context & Initial Site Analysis	Angie Milewski shared the initial site analysis, showing existing streetscape conditions and introduced the three character areas of focus for the workshop: The Downtown Connection, The Residential Core; and Shields West.
Clarifying Questions	<p>Q: Janice Lynne expressed concern about flooding off Washington Avenue and Akin Avenue and wanted to know if this project would help with the drainage issues.</p> <p>A: The design team agreed to follow up with her with more information after a detailed analysis is completed to determine if this project will address these specific flooding concerns on Washington and Akin.</p> <p>Q: How will the Arthur ditch be handled?</p> <p>A: The plan is to go under the ditch to avoid negatively impacting its functionality. While the exact plan for this is still being determined, there will be no changes to alignment or infrastructure of the ditch.</p> <p>Q: Will Oak Street will be useable during the 2 years of construction and will construction impact access to their driveways?</p> <p>A: Short sections of Oak (one or two blocks) will be closed at a time. Accommodations will be made for residents will still be able to access their homes. The City will communicate additional details as the construction plan is completed and more information is available.</p> <p>Comment: Josie clarified the intent of the workshops was to offer a mix between subject matter experts and public participation, allowing staff and residents to participate together. She also reminded the participants about the online portal and encouraged everyone to continue to share their feedback and concerns through the web page.</p> <p>Q: How might the estimated \$24 million dollar scope be impacted by these design efforts?</p> <p>A: The budget is primarily focused on the underground storm pipe, with budget expectation about streetscape improvements. Utilities may look for other City departments to help fund streetscape improvements, as appropriate. The purpose of this design workshop is to identify opportunities and priorities. The team seek ways to realize as beneficial outcomes for the City, while prioritizing the base design.</p> <p>Q: How was the \$24 million dollar budget estimated? How have you considered the costs avoided (financial and emotional), given that the probability of storm events intensifying in the future. Sharing more about cost avoidance would likely improve public reception of the project.</p> <p>A: To address the budget question, Heather explained the estimating process, including the various steps, and care toward including design, consulting, and contingency. The estimate is still high-level and will be refined as design progresses. Matt added that some of the costs have to do with the depth of the pipe (which will include increased expenses for</p>

	<p>shoring, excavation, and utility relocation, for example). The other cost driver is how quickly you can get it done with the given constraints.</p> <p>Q: Will this project resolve the majority of the flooding in the downtown areas?</p> <p>A: Matt explained this is the first of several in the Downtown Stormwater Improvement Plan. While Oak Street is the first, they will move to others such as Maple and Magnolia. Together these projects will address most flooding issues in downtown.</p> <p>Q: Has the City ever considered design competitions for the landscape architecture?</p> <p>A: The city typically goes through an RFP process to select qualified landscape architects, consultants, and contractors. Design competitions are time consuming, expensive, and often result in unrealistic design concepts.</p>
Project Goals & Vision for Success	<p>The group engaged in a collaborative effort to identify project goals and vision of success. The following is a synthesis of the goals that were identified by the group.</p> <p>Flooding + Water Quality Increase resilience to flooding in the area and improve water quality.</p> <p>Green Infrastructure + Nature in the City Incorporate green infrastructure and natural elements throughout the corridor using Nature in the City and LID opportunities. Care should be taken to maintain the trees along Oak which contribute to the natural beauty and character of the street.</p> <p>Pedestrian, Vehicle, and Bike Infrastructure Discuss design opportunities for the central project area from Meldrum Street to Shields Street and the Oak/Washington intersection</p> <p>Community Connection + Collaboration Balance the needs of the residents and businesses along the corridor through open interactions, feedback, and planning. Work with key stakeholders to give them the opportunity to contribute to the overall vision of the project. Identify prime opportunities to collaborate with and inspire community members.</p> <p>Character Preservation Maintain or improve upon the natural and aesthetic character of the corridor that brings in Fort Collins character through LID opportunities and the incorporation of art in the final design. Prioritize the preservation and protection of the trees and tree canopy along Oak St.</p>
Process Review and Wrap Up	<p>The meeting was concluded with a review of the workshop schedule, how to participate, and information about the upcoming Site Walk.</p>

Site Walk

1:00pm-4:00pm, Oak Street Corridor

The core team, plus nine community members and 18 city staff walked Oak Street from Mason to Jackson and back, stopping to look at key intersections and discuss observations, points of opportunity, and points of concern. At the west end of the tour, the group stopped to discuss thoughts on individual's areas of interest, allowing others in the group with similar interests to identify each other and potentially connect in the future. Some of the specific interests mentioned included localized flooding at Scott Street, maintainability, interest in green infrastructure, interest in protecting trees, interest in bike safety, engagement with the neighbors, and including Nature in the City in this area.

Evening Meeting

6:00pm to 7:30pm, Zoom

Attendees

Core Team: Heather McDowell (Utilities), Matt Fater (Utilities), Pete Iengo (CPIO), Tara Muller (CPIO), Angie Milewski (BHA), Roger Sherman (BHA), Jason Messaros (BHA), Andy Patton (BHA), Roger Sherman (BHA) Brian Smith (Anderson Consulting Engineers), Josie Plaut (IBE), Katie Redman (IBE)

City Staff: Nils Saha, Kyle Shook

Residents: Janice Lynne, Jan Jensen, Lisa Hoffman, Meg Dunn, Tom Hoehn, Shelby Waddell,

Meeting Summary

The project team provided the same presentation as the Project Overview meeting and the project goals that were developed earlier in the day.

Comments & Questions

Q: Will work be only in the street or will it impact our front yards?

A: We don't have any intention of doing any work on the sidewalks, in front yards, or generally in the tree lawns, other than if we need to put new storm inlets in.

Q: Is [pedestrian] lighting the corridor on Oak a consideration? Would like to see additional lighting, which might serve multiple goals particularly within the safety category.

A: Lighting will be brought up to city code.

Comment: The Oak/ Washington and Oak/ Shields intersections could be problematic, especially at sunset since the visibility is reduced even more.

Q: Is the timeline for Connexion coordinated with construction startup?

A: Connexion should be complete, but we have coordinated with them and are aware of their efforts and infrastructure.

Comment: Treescape keeps the noise down, convenient, beautiful, and quiet.

Comment: I love the broad street and the old houses, and especially the trees, lilacs, flowers. The bike way is wonderful, too. I like the diversity of the housing. The infill with new houses is not too pleasing for some people because they overshadow the littler houses – does not retain the character.

Comment: Would like to consider a bird and bee habitat in the easement next to our house 218 S. Washington.

DAY TWO: CHARACTER AREA OPPORTUNITIES

WEDNESDAY JUNE 23, 2021

Day Two focused on each of three character areas starting with the Downtown Connection, then moving west to the Residential Core, and ending with Shields West. Each area was discussed in regard to what is currently working and what could be improved. Special attention was paid to key intersections, and to the goal areas listed from Day One.

Downtown Connection

9:00am-11:00am, Zoom

Miro Board Link: https://miro.com/app/board/o9J_l-znoAw=

Attendees

Core Team: Heather McDowell (Utilities), Matt Fater (Utilities), Pete Iengo (CPIO), Tara Muller (CPIO), Angie Milewski (BHA), Roger Sherman (BHA), Jason Messaros (BHA), Andy Patton (BHA), Brian Smith (Anderson Consulting Engineers), Josie Plaut (IBE), Katie Redman (IBE)

City Staff: Kyle Shook, Kate Rentschlar, Katy McLaren, Elodie Vigneron, Julia Feder, Ryan Mounce, Doug Groves, Seth Lorson, Aaron Wagner, Rachel Steeves, Tyler Siegmund, Basil Hamdan, Chandler Arellano, Ellen Martin

Residents: Meg Dunn, Jan Jansen

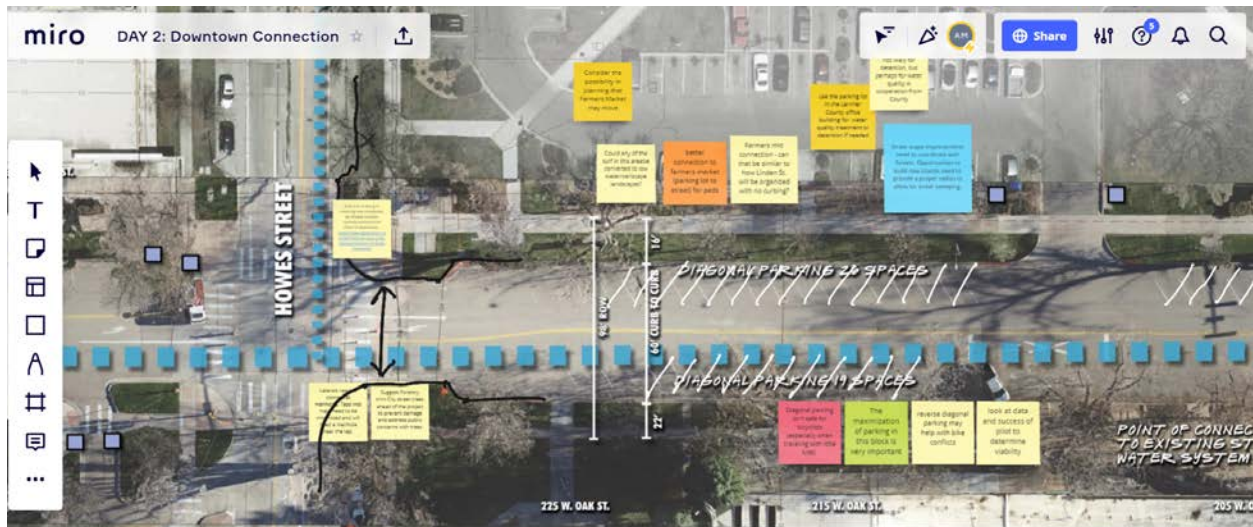
Business: Todd Dangerfield (Downtown Development Authority)

Meeting Summary

The discussion focused on streetscape issues and design ideas related to the 200 and 300 blocks of Oak Street, including particular focus on the Oak/Howes /Canyon intersection. BHA Design presented base

mapping and images of existing conditions and some preliminary design concepts for the intersection at Oak, Howes, and Canyon. The City mentioned that Canyon has been identified as potentially becoming a convertible street in the future as well as Howes becoming an improved bikeway.

The group used the Miro platform to view the area map, to make comments, and as reference for the conversation.



1 - image from Day 2 Downtown Connection Miro platform

Key Discussion Points

Parking: Preserving parking for downtown businesses was identified as extremely important. Parking on Oak and Canyon serve access to businesses. Private parking lot is for Key Bank and Otterbox employees. North sides of Otterbox and Cortina are problematic with icy roads/sidewalks, these could be improved.

Bicycle Safety: There were suggestions to consider reverse / back in parking for cars and painting the street with “sharrows” to encourage awareness and improve bicycle safety / cyclist visibility.

Access to Courthouse Parking (Farmer’s Market): The group identified opportunities to increase the number a quality of connections between the parking on Oak Street and access to the Court House parking lot.

Oak & Howes Intersection: Questions were raised about the need for a signaled intersection at Oak and Howes and would like to explore eliminating the signal at that intersection. The group further explored eliminating the free-right-turn from Oak onto Canyon to simplify number of conflicts, and to improve pedestrian experience. The group also discussed the possibility of a roundabout at that intersection. There was further discussion of a concrete intersection with enhanced colored concrete at the crosswalks.

Oak & Meldrum Intersection: The group explored bulb outs at the intersection to improve pedestrian experience and to offer stormwater capture.

Green Space & Character: The group discussed the possibility of adding vegetation to the area, particularly at Canyon and Oak (private owner), and in front of Key Bank to offer greenery, stormwater capture and enhanced character.



Residential Core

1:00pm-3:00pm, Zoom

Miro Board Link: https://miro.com/app/board/o9J_l-znoOg=

Attendees

Core Team: Heather McDowell (Utilities), Matt Fater (Utilities), Pete Iengo (CPIO), Tara Muller (CPIO), Angie Milewski (BHA), Roger Sherman (BHA), Jason Messaros (BHA), Andy Patton (BHA), Roger Sherman (BHA); Brian Smith (Anderson Consulting Engineers), Josie Plaut (IBE), Katie Redman (IBE)

City Staff: Kyle Shook; Doug Groves, Kate Rentschlar, Julia Feder, Aaron Wagner, Chandler Arellano, Ryan Mounce

Residents: Janice Lynne, Lisa Hoffman, Meg Dunn, Tom Hoehn, Mark Todd

Meeting Summary

The discussion focused on streetscape issues and design ideas on Oak from Meldrum west to Washington. The conversation included comments about the residential look and feel, bicycle and pedestrian experience, opportunities for stormwater and green infrastructure, and on the intersection of Oak and Washington. BHA Design presented base mapping and images of existing conditions and some preliminary design concepts for the intersection at Oak and Washington.

The group used the Miro platform to view the area map, to make comments, and as reference for the conversation.



2 - image from Day 2 Residential Core Miro platform

Key Discussion Points

Bicycle Safety:

- Explore more defined bike lanes ranging from most protective double buffer that places bicycle lanes between sidewalk and parking (high cost, high visual / aesthetic impact), to adding striping that more clearly defines parking from biking and cars, located between the parking and travel lanes.
- Downslope toward curb hazardous for bikes (esp. 3 wheeled).

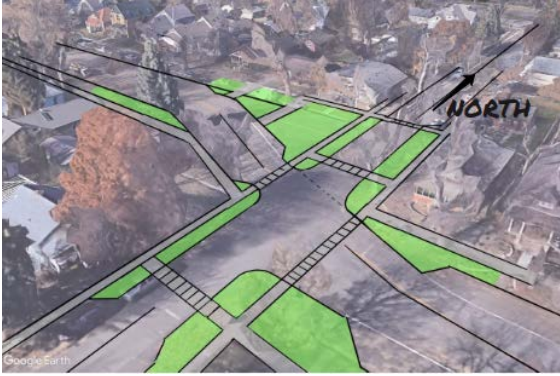
Nature in the City & Green Stormwater Infrastructure – Bulb Outs:

- Consider this section as a Low Impact Development (LID) Corridor and pollinator pathway with bulb outs at select intersections along the corridor. Bulb outs offer potential for stormwater treatment, added vegetation / pollinator gardens, and as a traffic calming and pedestrian safety feature.
 - Question about the impact of bulb outs on bike lanes; team confirmed that the bike lanes are outside of the bulb outs – they are as wide as the parking area.
 - Concern was raised about financial capacity to maintain new bulb-outs.

Communications: Residents requested communication about possible changes as soon as possible, so they do not invest in something that might get removed later

Washington Intersection: The BHA team shared an overview of existing conditions and presented two design concepts for consideration. The intersection was generally described by the group as a sea of pavement and dangerous.

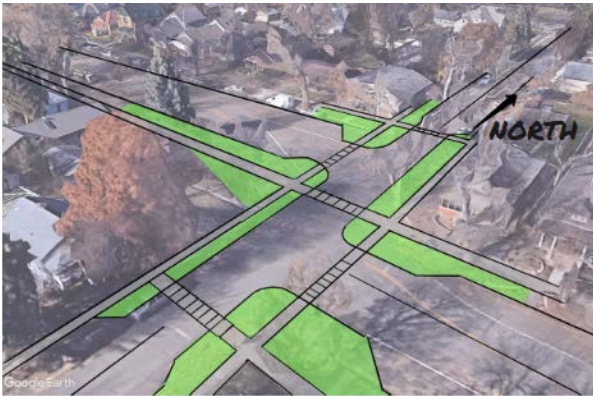
Concept A: Design the intersection so that Oak is more contiguous, where only Washington stops for traffic. Add rain gardens to the North and South sides of Oak to the East of the intersection.



Comments

- Could be a walking/travelling refuge spot
- Will need clear delineation between public and private ownership for pocket park idea
- This idea is similar to one conceived by neighborhood in years past, though funding was never achieved.

Concept B: This concept focused on a “T” intersection with distinct turns and stops (right then left) for traffic traveling on Oak Street, and a four-way stop.



Comments

- Parked cars on Washington will block views
- Car lights would shine directly into homeowner living room
- Was this the original configuration? There was probably a reason this was changed in the past
- In the snow you see how people drive through this intersection. West bound drivers move further right than the road is currently striped. If a garden is put in, then there will need to be some kind of vertical additions (like trees) that help motorists have a sense of where the edge of the street is. If there is only a curb added, people will hit it in the snow, as they did with the bollards that were here in the early 2000s).

Shields West

3:30pm-5:30pm, Zoom

Miro Board Link: https://miro.com/app/board/o9J_lzgcl4=/

Attendees

Core Team: Heather McDowell (Utilities), Matt Fater (Utilities), Pete Iengo (CPIO), Angie Milewski (BHA), Roger Sherman (BHA), Jason Messaros (BHA), Brian Smith (Anderson Consulting Engineers), Josie Plaut (IBE), Katie Redman (IBE)

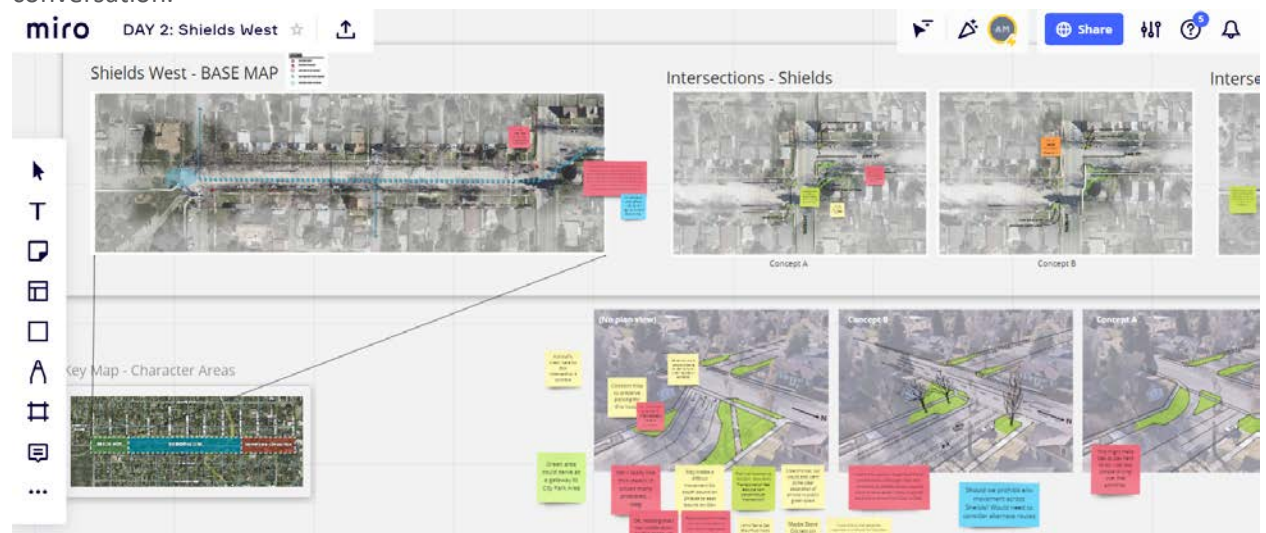
City Staff: Jen Torrey, Kyle Shook, Wes Lamarque, Rachel Steeves, Kendra Boot, Chandler Arellano

Residents: Meg Dunn

Meeting Summary

The discussion focused on streetscape issues and design ideas on Oak from Shields east to Jackson St. The conversation focused primarily on the intersections of Oak and Shields and Oak and Jackson and for opportunities for to enhance stormwater and green infrastructure. BHA Design presented base mapping and images of existing conditions and some preliminary design concepts for the two intersections.

The group used the Miro platform to view the area map, to make comments, and as reference for the conversation.



3 - image from Day 2 Shields West Miro platform

Key Discussion Points

Shields + Oak

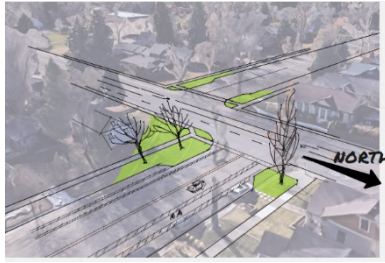
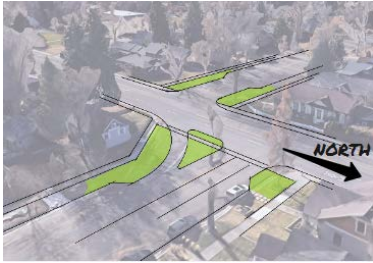
General Comments

- East – West crossing for peds and bikes is a consideration
- Oak St is being discouraged as an east-west crossing/connection
- We may not be able to make it better, but let's at least not make it worse
- Traffic/accident data needed for the intersection

- Should we prohibit crossing Shields from Oak to Oak?

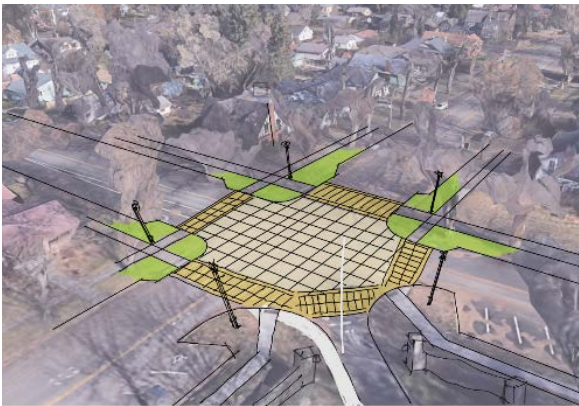
Options Explored

The group explored three options: A) Maintain existing lanes, but add landscape island, keeping the right free turn off of Shields onto Oak; B) Eliminate the free right turn onto Oak from Shields, shortening the crossing on the east side of Oak, reducing pavement, and having similar bulb outs on the west side of Shields on Oak; and C) convert to a four-way intersection, reducing pavement by extending the green space / tree lawn on the north east corner of Oak and Shields.



Jackson + Oak

Concept A: Minor enhancements to pedestrian crossings, colored concrete, and bulb outs.



Comments

- Maintaining good sight lines would be key with new planting areas to make sure you can see all traffic at this intersection
- Minimal changes make it a feasible option
- Historic piece of sidewalk to be aware of on the southeast corner

Concept B: Add a small roundabout and islands to the intersection.



Comments

- Concern about the roundabout here being too tight for bigger trucks. Since Forestry and Parks operate out of the City Park shop, we drive this route daily.
- Fire trucks also use this intersection
- The future sidewalk connection from the park is planned on the south side of City Park Drive
- Traffic calming effect is good and warranted
- Note historic monument wall
- ADA parking space on southwest corner need to meet ADA standards, but may be able to move, and additional ADA standards will be addressed where the project impacts require.

DAY 3: DESIGN ALTERNATIVES

THURSDAY JUNE 24, 2021

Day Three focused on specific design alternatives that were developed as a result of Day One and Day Two activities.

Review Design Alternatives

2:00pm to 4:00pm, Zoom

Miro Board Link: https://miro.com/app/board/o9J_l9GVXlo=

Attendees

Core Team: Heather McDowell (Utilities), Matt Fater (Utilities), Pete Iengo (CPIO), Tara Muller (CPIO), Angie Milewski (BHA), Roger Sherman (BHA), Jason Messaros (BHA), Andy Patton (BHA), Roger Sherman (BHA) Brian Smith (Anderson Consulting Engineers), Josie Plaut (IBE), Katie Redman (IBE)

City Staff: Kyle Shook, Jen Torrey, Doug Groves, Dan Evans, Basil Hamdan, Nils Saha, Rachel Steeves, Chandler Arellano, Tom Knostman, Seth Lorson, Kyle Lambrecht, Nicole Hahn

Residents: Lisa Hoffman, Meg Dunn, B. Welborn

Business: Todd Dangerfield (Downtown Development Authority)

Meeting Summary

Participants were presented with design alternatives for each of the key intersections and for the street cross section. They were asked to assign a red, yellow, or green vote to each option indicating that they found the option a good option (green), possible with reservations (yellow), or not a good option (red). There was no limit placed on the number of red, yellow, or green votes. Participants were further asked to share their thoughts on the pros and cons of each option.



4 - image from Day 3 Alternatives Review Miro platform

Voting Results

Intersection	Description	Red	Yellow	Green
Howes	Enhanced paving	5	3	0
Howes	Eliminate free right turn	1	1	7
Howes	Roundabout	0	3	6
Washington	Four-way intersection with rain garden	0	9	1
Washington	Offset T-intersection with rain garden	3	5	1
Shields	Keep free right, add landscape island	2	6	1
Shields	Offset 'T' Intersection, add landscape island	1	5	5
Shields	Four-way intersection, add landscape island	2	2	4
Jackson	Enhanced paving and bulb outs	1	2	7
Jackson	Small roundabout	1	4	5

Evening Meeting

6:00pm to 7:30pm, Zoom

The core team presented the outcomes from the Design Alternatives Meeting earlier in the day. One member from the city (Christine Holtz) and one resident (Patricia) attended. Kellie Gorman (CPIO) from the City moderated the meeting and members of the core team presented and fielded limited comments and questions.

DAY FOUR: DESIGN TEAM WORKDAY

FRIDAY, JUNE 25, 2021

The core team and design team worked to synthesize options and refine design concepts from the prior days in preparation for Day Five.

DAY FIVE: DESIGN PRIORITIES

MONDAY, JUNE 28, 2021

Day Five invited participants to rank options for enhancements against a baseline design. There were a total of eight areas for enhancements, including options for the four key intersections, adding bulb outs beyond the four key intersections, and street cross sections looking stormwater and bicycle lane enhancements.

Afternoon Prioritization Meeting

2:00pm to 4:00pm, Zoom

Miro Board Link: https://miro.com/app/board/o9J_l91zmlQ=

Attendees

Core Team: Heather McDowell (Utilities), Matt Fater (Utilities), Pete Iengo (CPIO), Tara Muller (CPIO), Angie Milewski (BHA), Jason Messaros (BHA), Brian Smith (Anderson Consulting Engineers), Josie Plaut (IBE), Katie Redman (IBE)

City Staff: Aaron Wagner, Basil Hamdan, Chandler Arellano, Courtney Geary, Dan Evans, Doug Groves, Doug Jardine, Ellen Martin, Elodie Vigneron, Jen Torrey, Julia Feder, Jill Wuertz, Katie Rentschlar, Kendra Boot, Kyle Shook, Matt Zoccali, Molly Roche, Rachel Steeves, Seth Lorson, Shelly Terry, Tom Knostman

Residents: Janice Lynne, Meg Dunn, Tom Hoehn

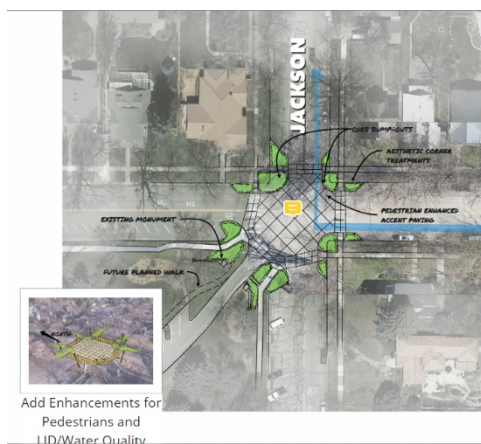
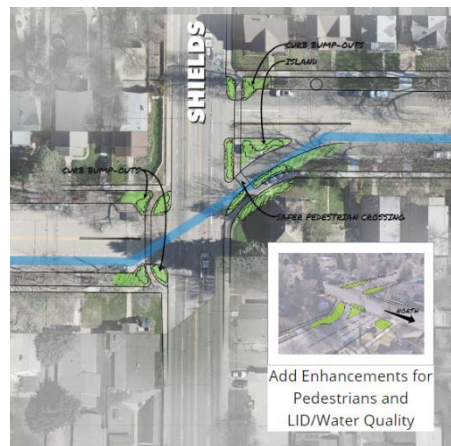
Business: Todd Dangerfield (DDA)

Meeting Summary

The design team presented a baseline design and eight potential enhancements over baseline. The baseline design incorporated improvements to each of the four key intersections (Howes, Washington, Shields, Jackson), low impact development bulb outs at the four intersections, added bike lane striping, and reverse parking downtown. The team presented all of the options and included very rough indicators about relative cost and benefit. Each participant was given five votes that they could choose to allocate in any way they saw fit.

Baseline Design

The design team created a baseline design for the purposes of the workshop based on departmental and community input from the prior days' meetings. The primary function of the design was to reflect back to participants what was heard in the meetings and to further prioritize different design options and potential enhancements. The baseline design included stormwater, pedestrian, traffic, and vegetation improvements to each of the four key intersections (Howes, Washington, Jackson, Shields) as well as single line bike lane striping, and potential reverse parking from Mason to Meldrum.



Potential Enhancements & Voting Results

The design team offered eight design enhancements or alternative design options that were different from the baseline design. Each participant was given five votes and asked to place those votes on the enhancements that they thought should be prioritized. Votes were allowed to place more than one vote on an enhancement.

#	Description	Votes
1	Roundabout at Oak & Howes	10
2	Striped buffered bike lanes on residential streets across the corridor	10
3	Linear water quality features (e.g., linear rain gardens, permeable pavement street parking, etc.)	14
4	Three additional pedestrian bump outs (7 total)	11
5	Seven additional pedestrian bump outs (one at each intersection, 11 Total)	6
6	Four-way intersection at Washington & Oak and rain garden	17
7	Offset 'T' Intersection at Shields & Oak	7
8	Roundabout at Jackson/Oak	9

Evening Prioritization Meeting

6:00pm to 7:30pm, Zoom

Miro Board Link: https://miro.com/app/board/o9J_l9GVXlo=/

Attendees

Core Team: Heather McDowell (Utilities), Matt Fater (Utilities), Kellie Gorman(CPIO), Angie Milewski (BHA), Jason Messaros (BHA), Brian Smith (Anderson Consulting Engineers), Josie Plaut (IBE), Katie Redman (IBE)

City Staff: Aaron Wagner, Kyle Shook

Residents: Alan Braslau, Gina Janett

Meeting Summary

The design team presented the same information and structure as the afternoon meeting (see above).

Voting Results & Comments

#	Description	Comments	Votes
1	Roundabout at Oak & Howes		0
2	Striped buffered bike lanes on residential streets across the corridor	<p>Alan Braslau: Buffered Bike Lanes (at minimum, two striped lines, not one) is safest for cyclists.</p> <p>Josie Plaut: More detailed considerations will need to take place as the design moves forward in order to take long-term maintenance (restriping), real-time vehicle, bike, and pedestrian traffic, road width, etc. into consideration.</p>	3
3	Linear water quality features (e.g., linear rain gardens, permeable pavement street parking, etc.)	<p>Due to the potential need for irrigation for a rain garden, permeable pavers is preferred</p> <p>Josie Plaut: This option could also take place in the downtown area.</p>	5
4	Three additional pedestrian bump outs (7 total)		0
5	Seven additional pedestrian bump outs (one at each intersection, 11 Total)		0
6	Four-way intersection at Washington & Oak and rain garden	<p>Alan Braslau: Can you address why we would. Keep the right-angled turn? This enhancement should be base requirement.</p> <p>Angie M.: We don't know the realistic implications of some of the proposed changes – this may not be the safer option. We would need to work with traffic to determine the best/safest option from an operational standpoint. Your feedback and priorities help us determine which opportunities to explore moving forward.</p> <p>Heather M: The main goal of this project is Stormwater management, and we don't yet know what the best option for this intersection would be prior to sitting down and talking about the engineering of the different solutions. We need to work through the details of the intersection with our traffic partners and adjacent neighbors to determine the best option.</p>	5

		Josie P.: These are preliminary design ideas, and there are still a lot of unknowns left to study to really understand all that is possible.	
7	Offset 'T' Intersection at Shields & Oak	<p>Alan Braslau: What is the rationale for not assuming people would cross here? What are the implications of removing the free right turn off of shields?</p> <p>Angie: we are intentionally not strengthening the pedestrian crossing at Shields, and instead are encouraging peds to use the safe crossing options just to the north and south. Our partners in Traffic would know best what works in this intersection; adding another pedestrian crossing would slow vehicular traffic at Oak and Shields. Best practice would be to strengthen the pedestrian intersections to the north and south.</p> <p>Removing the free right would slow traffic turning onto oak. Keeping it allows traffic to exit Shields more expediently, but it doesn't mean it's safer for pedestrian crossing.</p> <p>Heather: the free-right mimics that of the existing condition that we see out there today. Pedestrian, bicycle, and vehicular safety is a priority, but this is still a Stormwater management project and not necessarily a traffic and mobility project. Supporting the needs and priorities of the other departments is a priority, and we want to incorporate what we can into the design.</p> <p>Josie: If we can change it, can we put it back better than we found it while accomplishing the primary goal of stormwater management?</p>	2
8	Roundabout at Jackson/Oak		0

Additional Comments

Alan Braslau: I'm always dismayed at the city's response to discussion about traffic. There should be an absolute priority first for pedestrians, second for bicyclists, and third for vehicles. We really need to slow down traffic, even on a road like Shields. Pedestrian and bicycle safety should be the highest priority. Even suggesting that pedestrians should reroute themselves an entire block to cross is dismaying.

Matt F.: We will be talking with traffic and FC Moves about these intersections and the design alternatives and enhancements, so their priorities will be considered.

LOOKING FORWARD

WEBSITE

The City of Fort Collins has posted a project website on the Our City webpage (www.ourcity.fcgove.com/oak-street-workshop) that includes a feedback portal and survey (open through August 2021), workshop recordings, links to the workshop Miro boards, additional project information, and links to upcoming events. The website will be updated periodically with news and additional opportunities for engagement.

From April 26, 2021 to August 24, 2021 the project website garnered about 1,000 visits. Of those, there were 722 who visited at least one page, 176 who visited multiple pages, and 19 who engaged in the online poll and/or placed pins in the project map.

DESIGN & FUTURE ENGAGEMENT

After the workshop the design team will develop a conceptual design and budget estimate. Ideas and input from the workshop and the website will be considered during the design process. The project team will show which ideas from the workshop are incorporated into the conceptual design as well as ideas that were not included and why. Once complete, the conceptual design and estimate will be shared with internal city departments and with community members (anticipated in the fall of 2021).