



**Town Council
WORK SESSION
Tuesday, December 6, 2022
Public Meeting Room / Eagle Town Hall
200 Broadway Eagle, CO**

*This agenda and the meetings can be viewed at www.Townofeagle.org.
Times listed are approximate and are subject to change.*

TOWN COUNCIL WORK SESSION ACCESS INFORMATION AND PUBLIC PARTICIPATION *This will be an in-person work session. Work sessions of the Town Council are not meetings requiring public comment. The public is allowed to attend, however, public comment will not be scheduled and will only be taken at the discretion of the Mayor. The Council shall take no final or official action, vote, nor make any motions.*

1. **Microsoft Teams meeting**
Join on your computer, mobile app or room device
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Meeting ID: 277 300 484 604
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[+1 469-770-0416,,223124562#](#) United States, Dallas
Phone Conference ID: 223 124 562#

PRESENTATION - 4:00 PM - 5:45 PM

1. Sylvan Lake Road Traffic Calming and Improvements Project

I hereby certify that the above Notice of Meeting was posted by me in the designated location at least 24 hours prior to said meeting.

Jenny Rakow, CMC
Town Clerk

PUBLIC WIFI – Eagle Guest



To: Mayor Turnipseed and Town Council

From: Martha Miller, Project Manager

Date: December 6, 2022

Agenda Item: Sylvan Lake Road Traffic Calming/Pedestrian Improvements Update

REQUEST:

For Town Council to review the status of the project and provide feedback.

INTRODUCTION:

Completion of a preliminary design for traffic calming and pedestrian improvements along Sylvan Lake Road is listed the Streets and Capital Improvement sections of the 2022 Annual Budget. On June 10, 2022, the Town advertised for professional services to assist with the design of these improvements. After proposal evaluation and scoring, David Evans and Associates (DEA) was selected to assist the Town with this project.

The project started in October with a Pop-Up event on Sylvan Lake Road between Capitol and Gambel Streets. During this event we gathered public feedback and made field observations. We also gathered community input through the events listed below. There's been significant interest in the project, and it appears important to the community. Attached is a summary of the feedback we received through the public outreach process.

In addition to the sharing the public feedback, we would like to review the proposed design screening criteria that's been developed for the project. The screening criteria will be used to score different design options against the project goals and each other. We wanted to review the criteria with Council prior to starting preliminary design selection.

ANALYSIS:

As described on the attached sheet, DEA and staff have developed the following screening criteria to score alternatives.

- Safety – Ability to address safety conditions
- Impact to traffic conditions – Will accommodate projected traffic conditions (qualitative only)
- Traffic Calming – Slow vehicle speeds
- Future Flexibility – Accommodating for modified conditions in the future
- Mode Improvement- Facility improvement to each mode

- Right-of-way (ROW) Needs – Additional ROW necessary to complete alternative
- Ease of maintenance – General and snow maintenance of the implemented infrastructure

COMMUNITY INPUT:

DEA and staff held various outreach events from mid-October through mid-November including:

- Pop Up event on Sylvan Lake Road between Capitol and Gambel
- Flyer distribution at Castle Peak Senior Center and Color Coffee
- Email blasts by Town of Eagle and Brush Creek Elementary School
- Town of Eagle website
- Outreach to Castle Peak Senior Center and Eagle Ranch HOA management

BUDGET / STAFF IMPACT:

Not applicable.

STRATEGIC PLAN ALIGNMENT/STANDARDS ACHIEVED:

This work aligns with the Strategic Plan's goal for Streets and Capital Improvement Projects.

RECOMMENDED ACTION OR PROPOSED MOTION:

No action, staff is looking for feedback on the screening criteria that will be used to advance preliminary design options. Staff will return to the Town Council in early 2023 with preliminary design options and costs.

ATTACHMENTS:

- SLR-Fact Sheet
- SLR-Comment Form
- SLR-Screening Criteria
- SLR-Field Observations
- SLR-Public Input and Comments* (will be delivered separately)



Why This Project is Being Conducted

The Town is developing a plan for traffic calming and pedestrian improvements along Sylvan Lake Road between Gamble Street and Eagle Ranch Road. The plan will identify ways to improve safety and connectivity for pedestrians in this area. Sylvan Lake Road provides access to new commercial developments, medical facilities, Brush Creek Elementary School, Castle Peak Senior Center, and residential areas in the Town of Eagle. This plan aims to increase driver awareness of pedestrians by providing effective treatments to safely accommodate them. The project plans to prioritize safety for all users and will adhere to Americans with Disabilities Act (ADA) standards.



Types of Improvements Being Considered

Improvement concepts will reflect the needs and desires of community members. The following types of design elements may be considered:

- Improving visibility of people crossing at intersections
- Improve sight lines for drivers by eliminating obstructions, such as landscaping and parked vehicles near intersections
- Reducing distance to cross Sylvan Lake Road
- Upgrading curb ramps on corners of intersections
- Completing missing sidewalk links
- Enhancing connectivity to sidewalks and trails
- Extending raised medians
- Adding treatments to slow vehicle speeds

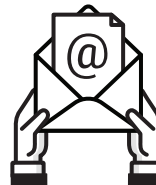
Key Tasks



Help Determine the Future of Sylvan Lake Road

Your input is important to the Town of Eagle. Please help the Town identify existing multimodal transportation issues and concerns within the project area and tell us what improvements you'd like to see.

Visit the project web page to add your thoughts to the interactive comment map by November 18, 2022.



Sign Up for Project Updates

Contact Martha Miller at martha.miller@townofeagle.org or 970-343-2903 and request Sylvan Lake Road project updates.





Mejoramiento de la Calle Sylvan Lake

CALLE GAMBLE A LA CALLE EAGLE RANCH

Por qué se está realizando este proyecto

El Pueblo está desarrollando un plan para calmar el tráfico y mejorar las condiciones de los peatones a lo largo de la calle Sylvan Lake entre las calles Gamble e Eagle Ranch. El plan identificará formas de mejorar la seguridad y la conectividad para los peatones en esta área. Sylvan Lake brinda acceso a nuevos desarrollos comerciales, instalaciones médicas, la escuela primaria Brush Creek, el centro para personas mayores de Castle Peak y áreas residenciales en la ciudad de Eagle. Este plan tiene como objetivo aumentar la conciencia de los conductores sobre los peatones al brindar tratamientos efectivos para acomodarlos de manera segura. El proyecto planea priorizar la seguridad de todos los usuarios y cumplirá con los estándares de la Ley de Estadounidenses con Discapacidades (ADA).



Tipos de mejoras que se están considerando

Los conceptos de mejora reflejarán las necesidades y los deseos de los miembros de la comunidad. Se pueden considerar los siguientes tipos de elementos de diseño:

- Mejorar la visibilidad de las personas que cruzan la calle
- Mejorar las líneas de visión para los conductores al eliminar las obstrucciones, como el paisajismo y los vehículos estacionados cerca de las intersecciones.
- Reducción de la distancia para cruzar la calle
- Mejorar las rampas en las aceras en las esquinas
- Completando los enlaces de acera que faltan
- Mejorar la conectividad a las aceras y senderos
- Ampliación de medianas elevadas
- Adición de tratamientos para reducir la velocidad de los vehículos

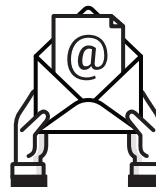
Pasos importantes



Ayude a determinar el futuro de la Calle de Sylvan Lake

Su opinión es importante para el pueblo de Eagle. Ayude a la ciudad a identificar problemas y preocupaciones de transporte multimodal existentes dentro del área del proyecto y díganos qué mejoras le gustaría ver.

Visite nuestra página para agregar sus pensamientos al mapa de comentarios interactivos antes del 18 de nov de 2022.



Regístrese para recibir actualizaciones del proyecto

Póngase en contacto con Martha Miller en martha.miller@townofeagle.org o 970-343-2903 y solicite actualizaciones del proyecto de la calle Sylvan Lake.

bit.ly/SylvanLakeRd





COMMENT FORM

Project Area

Please focus your responses on this area:



Your Contact Information

Add me to the project mailing list

I'm not interested in receiving updates

NAME:

EMAIL:

ADDRESS:

**(if no email
provided)**

What are your greatest transportation concerns when walking ACROSS Sylvan Lake Road at an intersection within this study area? (Select up to 3)

- Lack of marked crosswalks
- Speeding vehicles
- Turning vehicles
- Long distance to cross the wide roadway
- Vehicles don't yield
- Curb ramps insufficient
- Other:

What are your greatest transportation concerns when walking ALONG Sylvan Lake Rd within this study area? (Select up to 3)

- Speeding vehicles
- Missing sidewalks
- Narrow sidewalks
- Condition of sidewalks (cracked or uneven)
- Bikes on sidewalks
- Proximity to roadway
- Other:



Please share any additional details of your concerns about pedestrian travel in the project area.

What transportation system improvements would entice you to walk to your destination more often instead of driving? (Select all that apply)

- Wider sidewalks
- Designated space for bicyclists
- Improved crossings
- Landscaped medians
- Marked crosswalks
- Enhanced/raised crosswalks
- Shorter crossing distance in the roadway
- There is nothing that would entice me to walk in the project area

Which improvements do you think are needed in the project area to make walking and road crossings safer?

Please list any additional comments you'd like the Town to consider.

Return To: Leah Langerman, c/o David Evans and Associates, Inc.,
1600 Broadway, Suite 800, Denver, CO 80202
Leah.Langerman@deainc.com

Visit the project web page: bit.ly/SylvanLakeRd





Date:	November 30, 2022
To:	Martha Miller, PE
From:	Hannah Polow, AICP
Subject:	Field Visit Observations
Project:	Sylvan Lake Road Improvements
CC:	Sarah Rachel-Dormand, PE

Introduction

The Town is developing a plan for traffic calming and pedestrian improvements along Sylvan Lake Road between Gamble Street and Eagle Ranch Road. The plan will identify ways to improve safety and connectivity for pedestrians in this area. Sylvan Lake Road provides access to new commercial developments, medical facilities, Brush Creek Elementary School, Castle Peak Senior Center, and residential areas in the Town of Eagle. This plan aims to increase driver awareness of pedestrians by providing effective treatments to safely accommodate them. The project plans to prioritize safety for all users and will adhere to Americans with Disabilities Act (ADA) standards.

Field Visit Observations

On Tuesday October 18, 2022 between 9:30 AM and 3:30 PM, the project team completed a site visit to observe current conditions within the project area.

Gambel Street to Capitol Street

Starting on the western end of the study area at the intersection of Sylvan Lake Road and Gambel Street, there were a number of people walking on the north sidewalk and crossing the marked crosswalk on the west leg of the intersection to access the shared use path.

In the block between Gambel Street and Capitol Street, people utilized the on-street parking on the south side of Sylvan Lake Road, waited in the striped median, and crossed the roadway to access the commercial businesses on the north side. Some drivers (in both directions) made a U-turn to park on the opposite side of the street. Even though there is no bike lane or sidewalk facility on the south side of Sylvan Lake Road, the project team observed bicyclists and one person walking in the roadway.

Capitol Street to MacDonald Street

The intersection of Sylvan Lake Road and Capitol Street had relatively low pedestrian and bicycle activity, with no observed crossings across Sylvan Lake Road. Although there is a sidewalk gap between Capitol Street and MacDonald Street on the north side of Sylvan Lake Road, people still walked on this side of the street, which is evident from the presence of a social path (a dirt path where vegetation isn't growing).

Although there are no marked crosswalks at the intersection of Sylvan Lake Road and MacDonald Street, the project team did observe people crossing across Sylvan Lake Road.

MacDonald Street to Eagle Ranch Road

The most popular location for pedestrian and bicycle activity was at the Sylvan Lake Road and Eagle Ranch Road intersection. This is not surprising, given that the Brush Creek Elementary School is located along Eagle Ranch Road and many students use this intersection to access the school. Students and adults generally utilized the rectangular rapid flashing beacon (RRFB) on the east leg of the intersection, cross the north leg of the intersection, then utilize the sidewalk on the north side of Sylvan Lake Road. While this requires two crossings at the intersection, it allows the northbound left turns to go when the RRFB is activated since that stops traffic.



Figure 1 shows the study area with a number of existing conditions and observations highlighted.

Figure 1: Existing Conditions

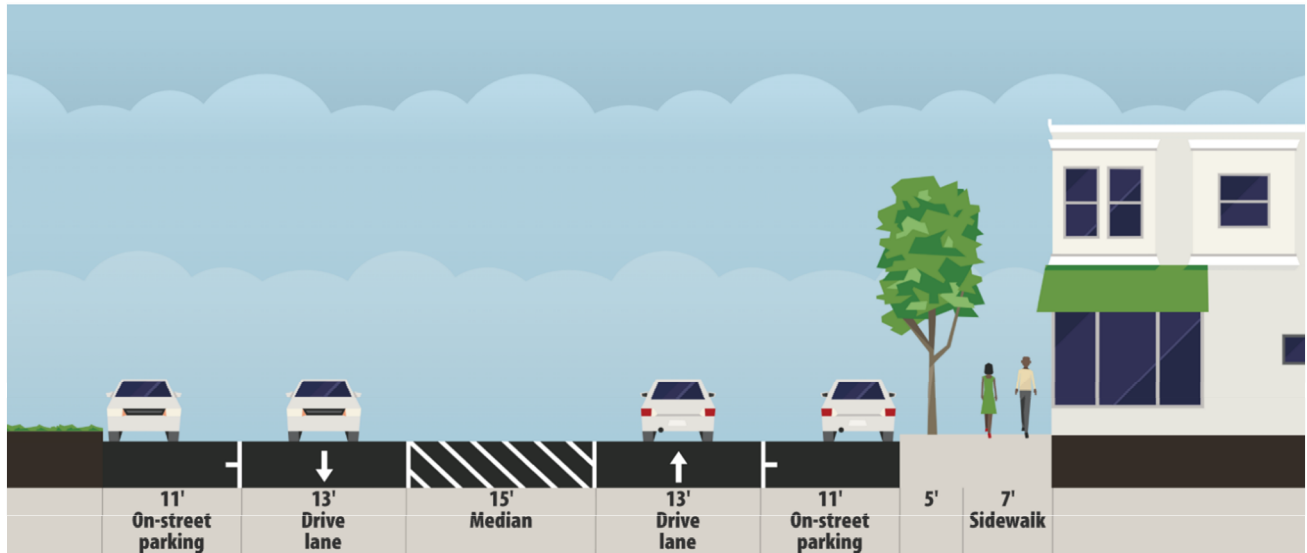


Typical Section Summary

Sylvan Lake Road is one lane in each direction, with a combination of on-street parking, right turn lanes, left turn lanes, and striped medians.

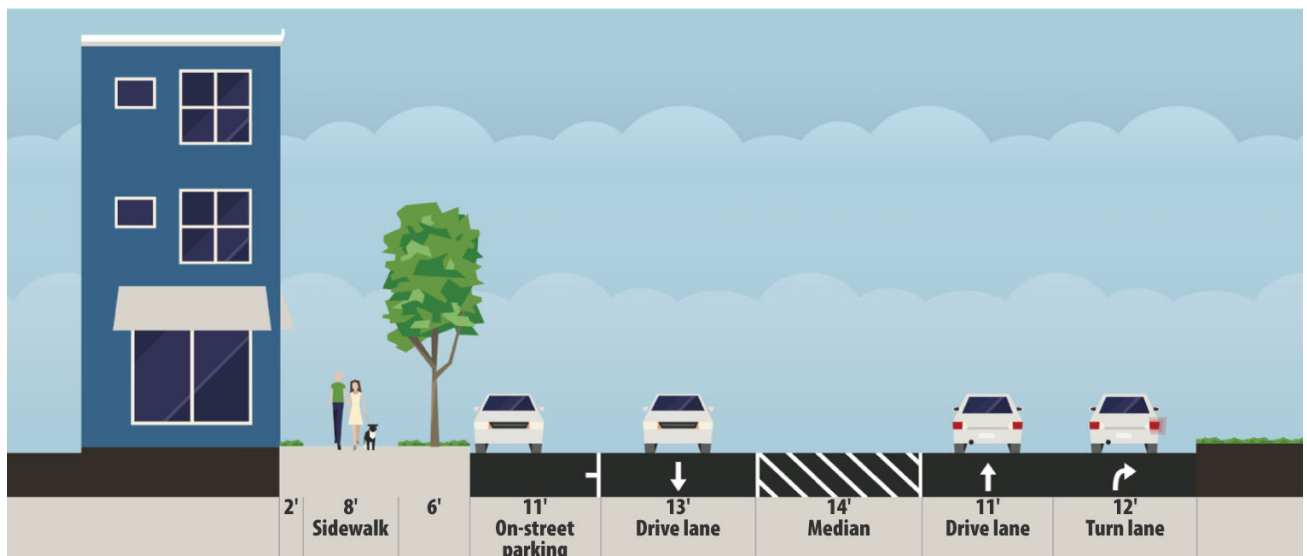
Between Gamble Street and Capitol Street, Sylvan Lake Road is one lane in each direction with on-street parking and a striped median (see Figure 2). There is a sidewalk and tree zone located on the north side of Sylvan Lake Road near the commercial buildings.

Figure 2: Typical Section Between Gamble Street and Capitol Street



Between Capitol Street and MacDonald Street, Sylvan Lake Road is one lane in each direction with on-street parking, a striped median/left turn lane and right turn lane (see Figure 3). There is a sidewalk and tree zone on the south side of Sylvan Lake Road. There is no sidewalk on the north side.

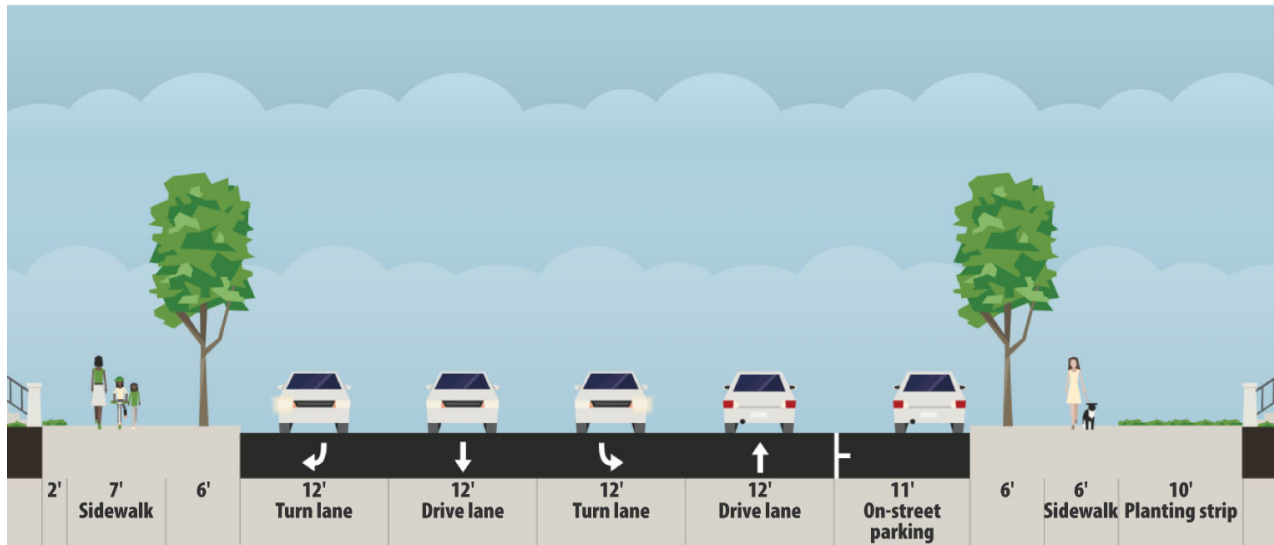
Figure 3: Typical Section Between Capitol Street and MacDonald Street



Between MacDonald Street and Eagle Ranch Road, Sylvan Lake Road is one lane in each direction with on-street parking, a left turn lane, and a right turn lane. There is a sidewalk and tree zone on both sides of Sylvan Lake Road.



Figure 4: Typical Section Between MacDonald Street and Eagle Ranch Road





Date:	November 30, 2022
To:	Martha Miller, PE
From:	Hannah Polow, AICP
Subject:	Evaluation Process
Project:	Sylvan Lake Road Improvements
CC:	Sarah Rachel-Dormand, PE

Evaluation Process

After completing the existing conditions summary, the next step is to complete the evaluation process to identify recommended improvements. The evaluation process starts with developing screening criteria to look at the alternatives from various perspectives. Alternatives will be developed and then put through the screening process. The highest alternatives will then move forward to package together recommendations for the extent of the project.

Screening Criteria

The screening criteria creates a structure to compare the alternatives to one another and assign a rating of poor, fair, or good. The screening criteria are tied to the overall project goals (traffic calming and pedestrian improvements) and examine perspectives of various different modes of transportation.

Table 1: Screening Criteria

#	CRITERIA		DESCRIPTION	ANTICIPATED SCORING RESULTS	POOR	FAIR	GOOD
1a	Safety	Safety potential for pedestrians	Ability to address safety conditions	Alternatives with a greater potential of improving safety conditions will score higher	No safety improvement anticipated	Improvement to shared bicycle / pedestrian facility OR provides a separation from bicyclists or vehicles	Provides a separation from bicyclist and vehicles
1b		Safety potential for bicyclists	Ability to address safety conditions	Alternatives with a greater potential of improving safety conditions will score higher	No safety improvement anticipated	Improvement to shared bicycle / pedestrian facility OR provides a separation from pedestrians or vehicles	Provides a separation from pedestrians and vehicles
1c		Safety potential for vehicles	Ability to address safety conditions	Alternatives with a greater potential of improving safety conditions will score higher	No safety improvement anticipated	Indirect safety improvement (ex: reduced lane widths)	Direct safety benefit (ex: signal timing improvements)



#	CRITERIA		DESCRIPTION	ANTICIPATED SCORING RESULTS	POOR	FAIR	GOOD
2	Impact to traffic conditions		Will accommodate projected traffic conditions (qualitative assessment only)	Improved operations, while considering future traffic projections, will score higher	Segment has comparatively degraded operations	Segment has similar operations	Segment has comparatively improved operations
3	Traffic calming		Slow vehicle speeds	If traffic calming improvements are included, will score higher	No traffic calming anticipated	N/A	Traffic calming anticipated
4	Future flexibility		Accommodating for modified conditions in the future	Intersections that allow modifications with minimal costs to adapt to future conditions will score higher	Capital improvements required for future modification	N/A	Allows for potential future modifications
5	Mode improvement		Facility improvement to each mode	Alternatives that make improvements for more modes will score higher. Modes considered: bike, ped, and vehicles.	Meets minimum facility for only one mode	Meets minimum facility for two or all modes	Provides enhanced facility for at least one mode and meets minimum facility for other modes
6	Right-of-way (ROW) needs		Additional ROW necessary to complete alternative	No ROW requirements will score higher	Will require ROW modifications (partial or full parcels with private owners)	Likely to require some ROW modifications with agency partners	No ROW modifications
7a	Ease of maintenance	General	General maintenance of the implemented infrastructure	Ability to maintain the alternative with current or obtainable resources (labor and/or equipment)	Ability to maintain with large increase in resources	Ability to maintain with small increase in resources	Ability to maintain with current resources
7b		Snow	Snow maintenance of the implemented infrastructure	Ability to maintain the alternative with current or obtainable resources (labor and/or equipment)	Ability to maintain with large increase in resources	Ability to maintain with small increase in resources	Ability to maintain with current resources

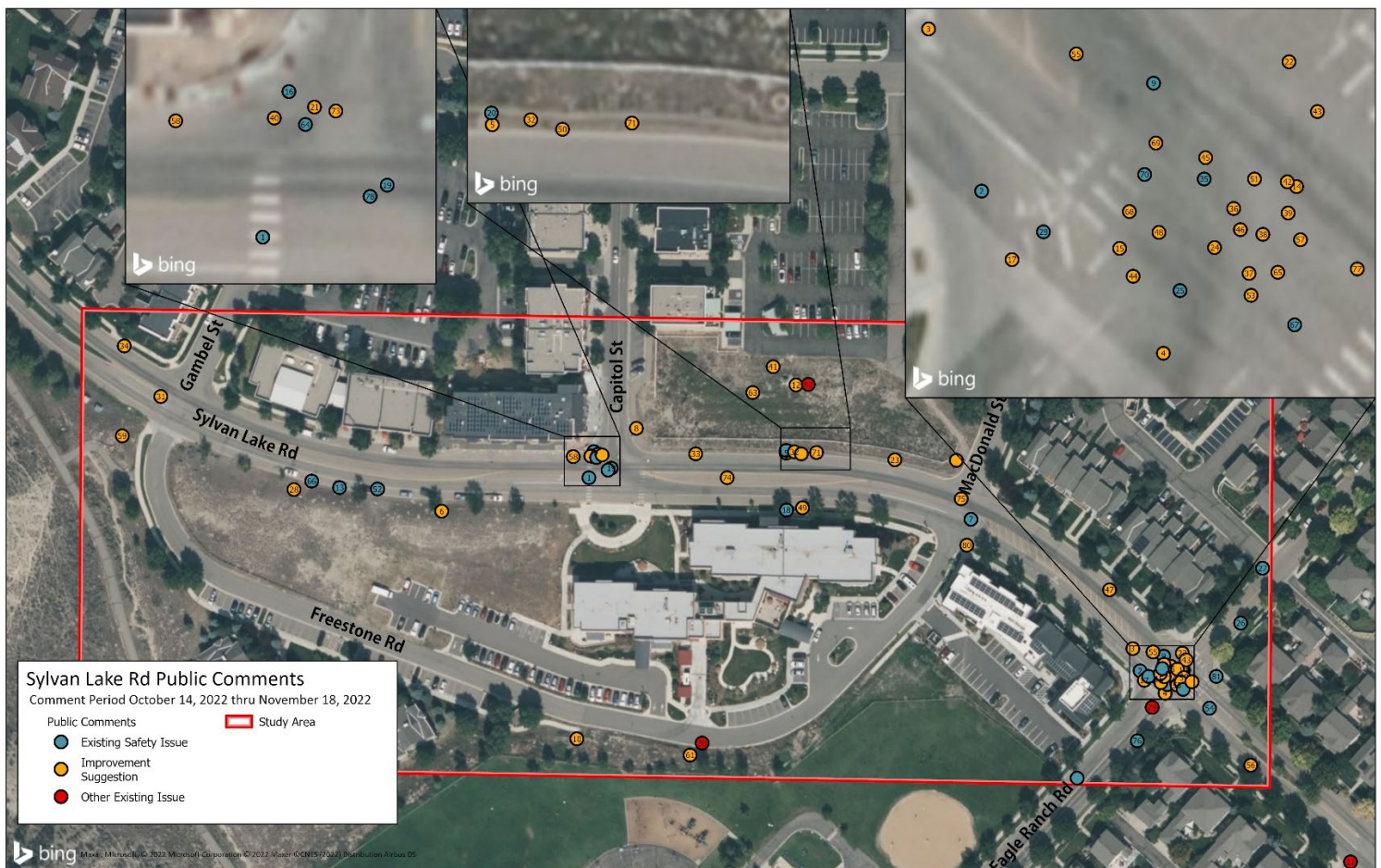


PUBLIC COMMENT SUMMARY

October and November 2022

A pop-up community engagement event was held on October 18, 2022 outside of Color Coffee. A tent and table with project information was staffed by one Town engineer and two members of the consultant project team between 11:00 AM and 1:00 PM. Visitors to the pop-up were informed about the Sylvan Lake Road Improvements project and asked to provide comments regarding existing issues and desired improvements in the area from Gamble Street to Eagle Ranch Road on Sylvan Lake Road.

Comments were accepted during the event and following the event for an additional month (through November 18, 2022) on the project web page: bit.ly/SylvanLakeRd. Online, members of the public were invited to share their comment by placing a pin on a GIS-based map. The map showing locations associated with comments is included below. Eighty-one (81) comments regarding existing safety issues, other existing issues, and improvement suggestions were received through this platform.



Map comments, along with those received on comment forms during the event and emailed following the event, are listed on the following pages.



What are your greatest transportation concerns when walking ACROSS Sylvan Lake Road at an intersection within this study area? (Select up to 3)

- Lack of marked crosswalks (1)
- Curb ramps insufficient (2)
- Turning vehicles (3)
- Vehicles don't yield (3)
- Speeding vehicles (5)
- Long distance to cross the wide roadway (6)
- Other:
 - Can't see vehicles from west to east
 - Can't see from Capital R on Sylvan
 - Curb ramps insufficient – wrote in “winter only , ice/snow”

What are your greatest transportation concerns when walking ALONG Sylvan Lake Rd within this study area? (Select up to 3)

- Snow/ice on sidewalks (1)
- Proximity to roadway (1)
- Speeding vehicles (2)
- Bikes on sidewalks (3)
- Condition of sidewalks (cracked or uneven) (4)
- Missing sidewalks (6)

What transportation system improvements would entice you to walk to your destination more often instead of driving? (Select all that apply)

- Improved crossings (1)
- Marked crosswalks (1)
- Enhanced/raised crosswalks (1)
- Landscaped medians (3)
- No Votes:
- Shorter crossing distance in the roadway
- There is nothing that would entice me to walk in the project area
- Wider sidewalks
- Designated space for bicyclists

Existing Safety Issues

Eagle Ranch Road/Sylvan Lake Road Intersection

- Extremely dangerous for kids going to/from school. Cars do not pay attention to blinking lights and rarely is a crossing guard present.
- I walk this way with my 2 BCES students every morning and afternoon, and I hate to say, but feels like a matter of time until someone is hit at this intersection. Don't wait until then to make changes.



- Cars are traveling too fast on Sylvan Lake Road.
- Why is the MAIN crosswalk to BCES campus NOT RAISED? Both 2nd and 3rd St near Eagle Elementary and Middle School are. So are the bike path crossings on Capital St near the Pavilion.
- Drivers find going straight across Eagle Ranch Rd instead of turning onto Sylvan Lake Road to be an easier traffic movement. The problem is there are cars parked on either side of Eagle Ranch Rd making it too narrow for 2-way traffic.
- When trying to turn left off of Eagle Ranch Road onto Sylvan Lake northbound it is very hard to see traffic on Sylvan Lake because of parked cars along southbound Sylvan Lake. The cars and trucks are allowed to park too close to the corner on Sylvan Lake.
- Northbound drivers cutting across Eagle Ranch Rd turn left onto Back Aly instead of Sylvan Lake. Cars parked on both sides of Eagle Ranch, no sidewalks on Back Aly, many pedestrians, & cars backing from parking make for blind spots & chaotic peak times.
- Why do we make the kids cross a busy street 3x when they could do it once? To make the left turn onto Sylvan Lake Road easier for cars?

Capitol Street/Sylvan Lake Road Intersection

- Southbound drivers who arrive to the intersection with the intention to turn right (east).
- Ped crossing distance is too long.

Color Coffee Crossing

- Close parking on south side of street and have Color Coffee customers use parking lot north of Color.
- This place is dangerous. Someone's gonna get killed jaywalking across the street for coffee.
- Echo the issue of pedestrians crossing for coffee here. That issue is compounded by bad weather and when folks are also getting in/out of cars on the northbound side, there's too much going on for drivers to see everything.

Sidewalk Maintenance

- Can we please get the sidewalk shoveled along Eagle Ranch Road? The snow gets packed down and is slick the entire winter because no one ever shovels here. If this is where all kids are required to cross, please shovel the sidewalk!
- The sidewalk in front of the senior center ices over during the winter creating a safety hazard for all pedestrians.

Sylvan Lake Road/General

- Poor visibility & high traffic/speed.
- An alternate truck route.
- Why are there not more access points into this part of Eagle Ranch that don't require traffic to go past a school???



- General speeding and disregard for pedestrians.
- The distance to cross is a bit much at all intersections.

Which improvements do you think are needed in the project area to make walking and road crossings safer?

Sidewalks

- Along Sylvan Lake Road, between MacDonald and Capitol
 - ✧ Add a sidewalk.
 - ✧ Sidewalk please.
 - ✧ Add a sidewalk already!
 - ✧ Require plowed path in winter even without sidewalk. This would allow pedestrians to stay off road AND off icy sidewalk opposite.
 - ✧ A sidewalk here would be nice.
 - ✧ Please add a sidewalk on the north side of Sylvan Lake Road between Capitol and Macdonald.
 - ✧ It would be helpful to walkers if the sidewalk on the north side of SLR - were extended from McDonald to Capitol. Trying to negotiate that path in summer and winter is treacherous due to the unchecked critter craters which, presently, could swallow a person and their dog.
- Along Sylvan Lake Road, between Gamble and Capitol
 - ✧ Sidewalk connection please!
 - ✧ You know what would be nice here? A sidewalk!
 - ✧ Add a sidewalk already!
- Maintenance
 - ✧ Focus on snowmelt and de-icing on the sidewalk bordering the senior center. These sidewalks never get sun in the winter and are very slick. Especially problematic due to no sidewalk on the opposite side of Sylvan. Especially vulnerable pedestrians are left with no other option.
 - ✧ The sidewalk is not maintained during the winter months. Snow and Ice buildup and make it difficult to use and unsafe. Is the Town of Eagle, Eagle Ranch HOA, or Village Homes HOA, or individual homeowners responsible for clearing it?

Eagle Ranch Road

- Dedicated bike path and dedicated pedestrian area between Brush Creek Elementary and Sylvan Lake Road. Maybe the east side is bikes and the west side is pedestrian, or vice versa.



Eagle Ranch Road/Sylvan Lake Road

- 4-Way Stop
 - ✧ This was supposed to be a 4-way or signal eventually. With construction starting at Haymeadow, it's time to make this intersection a 4-way stop.
 - ✧ Safety issue with the sight distance and volume of traffic and pedestrians. Should be a four-way stop or roundabout if there is space.
 - ✧ This needs to be a 4 way stop, it's amazing how many kids on a daily basis almost get crushed.
 - ✧ I've personally witnessed several incidents where children have almost been struck by a car. The safest solution is a 4 way stop sign but at a minimum this intersection needs to have a raise crosswalk.
 - ✧ 4-way stop or crosswalk.
 - ✧ Seems to me a 4 way stop sign is overdue. If not a flashing cross light at Eagle Ranch Road and raised crosswalk with flashers across Sylvan is a no brainer.
 - ✧ 4 way stop, a roundabout will not make is safer for kids and like it or not, it is by a school so kids need to be put first!
 - ✧ A raised crosswalk at ERR would increase pedestrian awareness, 4 way stop would be better.
 - ✧ 4 way stop or raised crosswalks, roundabout tend to be good for traffic but not pedestrians. need to keep the kids safe crossing this AM busy road.
 - ✧ Echo the many requests for 4-way stop. Please NO roundabout as those are much harder for pedestrians to cross safely, especially when there is heavy traffic or snow.
 - ✧ We need a traffic light or 4-way stop here. Let's keep our kids safe!
 - ✧ 4 way stop. (x3)
 - ✧ There should be a 4 way stop sign at this intersection to slow down traffic. This is a dangerous intersection for pedestrians, especially for children riding or walking to school. EVES/EVM has raised crosswalks near the schools.
 - ✧ I do not like the idea of a traffic circle. I think they make it more dangerous for pedestrians. This is a small enough intersection that a 4-way stop would be sufficient and safer for kids.
 - ✧ Needs a 4 way stop! Cars are traveling so fast where sylvan lake road is wide open (by the dog park) and then it quickly goes to the neighborhood and the Eagle Ranch Rd/Sylvan Lake Road intersection.
 - ✧ There should be a 4 way stop to slow cars down for pedestrians.
 - ✧ I think at the least, a 4 way stop would be helpful.
 - ✧ We need stop signs here. There are so many near-misses for the kids and their adults going to BCES it's simply an incredibly dangerous intersection. Please put stop signs here.



- Roundabout
 - ✧ Adding a roundabout at this corner would help school traffic congestion and improve pedestrian safety at this intersection.
 - ✧ Add a roundabout.
 - ✧ Put in a roundabout!!!
- Raised Crosswalk
 - ✧ This intersection should have a raise crosswalk similar to the ones on 2nd and 3rd Street to access the Eagle Elementary and Middle school.
 - ✧ Raised crosswalk to slow down traffic.
 - ✧ Raised crosswalks would be awesome!
 - ✧ While a 4 way stop would help the safety issue, a raised crosswalk would be better to slow vehicles that speed through this residential area throughout the day and night and put our children and families at high risk.
- Other
 - ✧ A button to activate the pedestrian beacon should be located on all corners of Eagle Ranch Road.

MacDonald Street/Sylvan Lake Road

- 4 way stop sign.
- Can we add signs to MacDonald Street that children live/play here? People use this as a "short cut" so they don't have to go to Capital and sometimes they fly down the street oblivious to the children on the sides of the road.
- Please add a raised crosswalk and blinking pedestrian light at this location. People are going to cross here and this intersection has the best view of traffic on SLR in both directions.
- Narrow crossing distance. Define on street parking and improve sight distance.
- Sight distances aren't great here. A median with a pedestrian refuge would be nice.

Capitol Street/Sylvan Lake Road

- Add a blinking light crosswalk. The sight distance for drivers is not great due to the curve in the road and drivers speeding on this stretch. It's scary crossing the street. A blinking pedestrian crossing would make it safer.
- Add a raised crosswalk with light indicator.
- Parking setback needs to be increased for better visibility of pedestrians and cars.
- Traffic light.
- Extend curb to improve sight distance.



- Please put a stop sign or speed bump to slow people down.
- Please create a better crosswalk for pedestrians trying to get to the coffee shop.

Gamble Street/Sylvan Lake Road

- I think this striping and signage is helpful. I believe it was only temporary when they were constructing the Capitol/Sylvan apartments so hopefully it stays. There is a center island which is helpful too, but may be better if it was wider.
- Ginormous electric transformer and overgrown tree makes this narrow.

Freestone Road

- This looks like a great place to drop kids off for school.
- One way through street to Eagle Ranch Road on where the bike path currently is. it will reduce traffic throughout the area.
- Dedicated road pull out similar to bus stop or with separation curb for school drop off and pick up, would need sidewalk access to school and lighting.
- Is this really a through road? I thought it was parking lot access.

Sylvan Lake Road

- Bike lanes.
- Between Capitol and MacDonald - Construct raised median with landscaping. This would make the road feel narrower and provide traffic calming.
- Please consider landscaping or placement of an island that could narrow the lanes or make them appear to be narrower, rather than speed bumps or other obstacles. Note that there is often heavy truck usage of Sylvan Rd in the referenced section. These trucks are very large and carry dirt and other construction materials. They typically drive very fast in this section; I suppose they have a schedule to keep.
- Parking Setbacks
 - ✧ Further parking setbacks for better visibility at all intersections. (Especially in Village Homes and the Capitol/Sylvan Lake intersection)
 - ✧ Mayer Street - Parking setbacks. Too hard to see around all the cars. Yellow paint has faded so people park right up to the corner.
 - ✧ Thanks for asking to for community input. We have son that bikes and walks this area frequently and we are genuinely concerned about this area. I would like to say how dangerous that corridor can be for pedestrians and drivers. None of the corners have a "No Parking" buffer zone. I do not know if there is a town or county ordinance that has a certain length from curb corner mandate, but people park right up the corners.



- Everywhere else I have lived it is illegal to park within 20 or 30 feet of any corner (marked or not). Not having this buffer zone makes it very difficult to see oncoming traffic or pedestrians crossing the street. This is especially true when driving Sylvan Lake, or merging onto it, until the last moment. I have had to slam on the breaks as people walk out from behind parked cars and trucks and have seen others do the same. (I have seen a few people nearly hit at Freestone and Sylvan as the bend in the road coupled with work trucks parked to the corner on the South side made that crossing a blind crossing.) I also have had issues seeing around parked vehicles, especially in our smaller hatchback, and have even pulled out when traffic has been coming. Drivers and pedestrians unable to see oncoming traffic due to the poor sight lines around corners. This is very problematic when large trucks and vans are parked all the way to the corners. I feel that all the corners along Sylvan Lake should have parking setbacks all the way down to Hockett St.
- ✧ There needs to be non-parking zones on Sylvan Lake road at all intersections clearly painted and signed, and enforced. This should already be happening but the town has let the paint deteriorate and does not enforce. People park cars on Sylvan Lake right up to the intersection which makes it impossible to see oncoming traffic when trying to turn on Sylvan Lake Road or cross the road from all feeder streets. This is especially true with the proliferation of Van Lifer vans being parked in the neighborhood. It is a huge hazard and someone will eventually get killed in a T-Bone accident because of the lack of signage, curb painting, and enforcement. Personally, as a major thoroughfare there should not be any parking on Sylvan Lake Road.

Land Use - Eagle Ranch Tract A

- What would be better here? Village Market, Trader Joe's, or a vacant lot for perpetuity?
- Allow someone to build here according to code rather than to the neighbors likes/dislikes, next time buy a house in a full developed neighborhood , massive lost of tax revenue to city due to a few vocal neighbors.
- High density housing with retail at street level, perfect location next to school, close to medical CMM and senior housing.
- Rezone for high density low income housing.
- McDonald to Capitol is, at present, an unsightly empty lot. How about cleaning it up a bit and maintaining it until it's developed? Same goes for the south side of SLR - empty lot past Castle Peak Assisted Living.

General

- Lights/roundabout
- More visible crossings, traffic control
- Measures to slow folks
- Reduce vehicle speed



- Private automobile traffic, for the most part, observes the 25mph speed limit and the pedestrian crosswalks. I've experienced a few speeders distracted not stopping - it would only take one for a disaster to occur. Large commercial vehicles are more apt to disregard the posted speed limit. I've frequently seen them busting thru 25mph on their way to job sites. Very dangerous for seniors and children.
- Landscaped medians only if water efficient!
- Bike lanes would be awesome

Outside the Project Area

- If you are looking at the road just up to Sylvan Lake, I think a physical divider either raised reflectors or divots in the concrete or plastic poles to separate the two lanes. I cannot tell you how many people, straddle the line and you don't know if they are going straight or turning so you have to stand on the corner until you know for sure.