

## Public Comments - July 31, 2007 Open House

### What are your recommendations for improving traffic flow and increasing safety on 200 East?

- ❖ More marked crosswalks and stop signs - however, this will NOT help traffic flow - 200 E. is a band-aid only.
- ❖ Lights at 500 N. & Center. Turn signal on 1000 N.
- ❖ Center Street & 200 South is a bad problem
- ❖ Get it done. It's gone on long enough. Have a little pity on us.
- ❖ 200 E. should be improved as a through collector or minor arterial. Road needs to be completed between Center & 100 S. Improve intersections, especially Center, 500 N., and 1000 N.
- ❖ Repaint lines, crosswalks, etc. Increase traffic signs (more visible). Install left turn signals
- ❖ Move what can be moved to 300 E. 1000 N. to 500 N. street is [indecipherable] as wide [indecipherable] the traffic
- ❖ Offer incentives for those choosing NOT to drive. Encourage Logan/Cache Valley citizens to use public transportation
- ❖ Make it a collector road
- ❖ Crosswalk with signal
- ❖ One-way streets. More frequent bus service. Crosswalks with traffic signals (or signs) for pedestrian crossing
- ❖ Fix problem areas. Leave the rest alone. More police patrols to SLOW people down.
- ❖ Put more crosswalks, stop signs, and/or more stoplights
- ❖ Widen 200 E. between 10th and 18th
- ❖ Stop signs, lights. No increase in traffic.
- ❖ NONE - All traffic is overflow from Main Street. Improve traffic flow in areas zoned for BUSINESS! e.g. Main Street
- ❖ Discourage car use in Logan
- ❖ Bike lanes, lanes added in existing right of way
- ❖ 700 N intersection is heavily traveled both ways + NS. EW - University I've observed numerous collisions at this site
- ❖ Add bike lanes. Make one way streets; either 200 East and 200 West different directions on 100 East and 100 West. In the long term, the most important thing we could do is reduce travel by improving the bus system, making express buses from edges of the city with park-and-ride lots. Encourage bicycle and pedestrian travel by making it easier and safer with special lanes.

### What non-motorized improvements would you like to see on 200 East?

#### Bikes, walking, etc...

- ❖ 2 Non-motorized improvement
- ❖ The sidewalks are very uneven (cement heaves) and dangerous - these should be improved for walking safety.
- ❖ None - mature trees and sidewalks make it pleasant to use it currently.
- ❖ A bike or jogging path down 200 E. from 300 S. to Central Park and hook into bike trail
- ❖ No on-street parking. Use pavement width for bikes.
- ❖ Continuous sidewalks/walking
- ❖ Don't have much room for anything but cars. Encourage bike riding on sidewalks, with care for walkers)
- ❖ Crosswalks at every intersection. Bicycle paths. Pedestrian signals; flags at crosswalks.

- ❖ Bicycle lane - sidewalk for walking
- ❖ Bicycle and walking paths
- ❖ I ride and walk to work (or bus) nearly every day. When I ride I advice 200 E.
- ❖ None - People can bicycle or walk without any problem. I agree with the mayor that keeping Logan a small town is important
- ❖ More crosswalks
- ❖ Bike
- ❖ Bicycle, walking, reduce traffic
- ❖ Better enforcement of speed limit, STOP signs between 500 N. and 1000 N., NO chip and seal.
- ❖ Bikes & buses only
- ❖ Bike lanes, parking removed, increased lanes
- ❖ If the beautiful parking strips need to be narrower to provide bicycle access, it would be worth it.
- ❖ Bicycle lanes, wide sidewalks for pedestrians and strollers. There are a lot of joggers too that use 200 East.

**What additional project information would you like to have presented to you or posted on the project website?**

- ❖ It is very frustrating to not know what is going to happen to your home. I understand there are procedures, but we are being mightily inconvenienced. Who wants to put a lot of time, energy, and money into a home that might be destroyed?
- ❖ An actual answer to what Logan City's "ideas" are. Not just rumors
- ❖ We would like to know when it will really start.
- ❖ Specific impacts to resources and practicable mitigation. Formal agency documentation. Noise study with details.
- ❖ What are the city plans?
- ❖ The overall goals of the CMPO's long range plan - not just what is relevant to this portion of 200 E.
- ❖ Timetable
- ❖ When or if 200 E. becomes a 4-lane highway.
- ❖ Widen Main St. Instead of widening 200 E. and cutting down trees
- ❖ The info on the boards on the website
- ❖ Who is using 200 E. (by car) who does not live near it?
- ❖ Break it down to section and present proposals to each neighborhood.
- ❖ What are the options being considered for the final plan? Please let me know all of the public meetings

**Please list the top three improvements you would like to see on 200 East?**

- ❖ 1) Find more alternative routes. 2) Fix potholes and manhole craters! 3) Better sidewalks.
- ❖ Lights at 500 N. & Center. Turn signal on 1000 N.
- ❖ Road widened between 300 S. and 200 S. Road through to Center Street and light installed. 200 East & Center.
- ❖ Stop light on Boulevard!! Someone is going to be KILLED there.
- ❖ 1) Complete 200 E. between Center & 100 S. 2) Intersection improvements at Center, 500 N., 1000 N. 3) Widen between 1000 N. and 1200 N. 4) Remove parking from 200 E.
- ❖ 1) left turn signals 2) left turn signals 3) left turn signals
- ❖ Cars to stop at crosswalks so people can get across. Semi for at 200 N., maybe one at the middle school (to control flow of traffic)
- ❖ Decrease air pollution caused by big trucks. Add turning lanes at intersections.

Pickup and drop-off at school.

- ❖ 1) Decreased traffic, 2) Improved road surface, 3) more stop signs
- ❖ 1) Smooth flow of traffic, 2) aesthetics, 3) fewer stops
- ❖ Put more trees in, crosswalks, traffic slower
- ❖ Make it straight through on 10th N.
- ❖ 1) None 2) None 3) It left alone!
- ❖ Widen 200 E. between 10th and 18th
- ❖ None, none, & none. Keep it as is and use another route.
- ❖ 1) limit car traffic 2) limit car traffic, 3) limit car traffic
- ❖ Parking removed
- ❖ 10th N intersection - widened with protected turn lanes. Improve safety at MLMS (overpass)
- ❖ Widen the road
- ❖ Bike lanes, more public transit, don't come through central park, leave it peaceful.

### List any specific intersections that need to be improved? And why?

- ❖ Where 200 E. meets Center - should be a four-way stop. Traffic is very congested there at certain times - both intersections of 200 E. and Center are problematic at certain times of day.
- ❖ Center & 200 E., 300 S. & 200 E., Center Street is hard to see and [can't] turn in front of you
- ❖ 500 N. - 4-way as is gets congested. 1000 N. needs right turn lanes. Center Street with Boulevard does not function.
- ❖ 400 N. & Main. The light is too long.
- ❖ 6th crosswalk - 5th Semi for
- ❖ 600 N. - repaint crosswalks. They were repainted a few weeks ago and have already faded
- ❖ 500 N., 1000 N., 400 N. Center & 200 E. (stoplight & continue road south)
- ❖ 200 N., 200 E. Hard to cross
- ❖ 700 N & 200 E - traffic too fast. Difficult to cross. 800 N & 200 E. - needs a crosswalk
- ❖ 200 E. & 1000 N.
- ❖ NONE!
- ❖ Turning lane off 10th to 2nd
- ❖ Center & 2nd E.
- ❖ 700 N. intersection should be a 4-way stop. Very unsafe to cross on foot.
- ❖ Traffic backs up at 1000 N. It is very difficult to cross 200 E.
- ❖ Center & 10th
- ❖ 10th N 200 E. Center & 200 E./Blvd
- ❖ Stop signs on Center Street, but don't make it a through street.

### What existing characteristics of 200 East would you like maintained or improved?

- ❖ Sidewalks and potholes/manholes
- ❖ Historic feeling of homes/trees. Merlin Olsen and Pioneer Parks are the heart of the Island Area.
- ❖ Keep the wide streets
- ❖ Large trees - to extent practicable; safe and efficient access to [MLMS]. No effect to Merlin Olsen Park or Farmer's Market
- ❖ Timed traffic signals, with left turn signals
- ❖ Flow of traffic reduced. 300 E. would help a lot. More policing of drivers, stopping at crosswalks, not blocking crosswalks at intersections.

- ❖ Trees, of course. Family neighborhoods.
- ❖ Trees
- ❖ Trees
- ❖ Trees and the pedestrian atmosphere, small-town feel
- ❖ The trees & homes! This is a beautiful town. PLEASE don't make it into another SLC.
- ❖ Trees and more trees.
- ❖ Trees
- ❖ Neighborhood values, noise pollution, visual values, safety, etc.
- ❖ The trees, the road width
- ❖ Trees, green lawns, presentation of homes & neighborhood character, park strips preserved
- ❖ Keep all trees possible. Center turn lane. Traffic light 500 N. 200 E. to improve cross access on 6-7-8th North streets
- ❖ Save all the beautiful trees
- ❖ Beautiful trees, the respect for the residential neighborhoods. The park, low-speed limits. If the park is bisected by a major traffic corridor, it ruins the Gardner's Market. Leave it alone. It is a well-used, well-loved place of relaxation and peace. I walk through every day from the bus stop and there are picnickers and families having a wonderful time. Don't route traffic through there please.

### Additional Comments

- ❖ 7 Additional Comments
  - ❖ 1) My property is less valuable because of this project and the street's uncertainty. I cannot sell it for what its true value is and move on.
- 2) I do not believe that I would be adequately compensated for my property if the city condemns it to widen the road.
- 3) If the road is widened and houses NOT taken, the houses will be very close to the street - property will be de-valued (e.g., less attractive) - there are also safety and noise factors.
- 4) My neighborhood - 200 E., from 200 S. to 300 S. - is a quiet, tree-lined, peaceful area with several homes dating to the early 1900s. My home is a lovely 1919 Arts & Crafts home, unaltered, with original hardwood floors, fireplace, sun porch, and many windows. It may qualify as historic property and I am looking into it.

I cannot begin to express to you the frustration, helplessness, and feelings of being bullied by city politics this causes people - me included. These kinds of things don't seem to happen where city officials or planners live. I wonder why?

10th West was supposed to "solve" things and look at what happened - whatever excuse can there be for not dealing better with 10th West? Thru-traffic and non-local trucks should be diverted there. And let's face it - until people have better options than driving, the traffic will NEVER be like it used to be. 200 E. is not going to change that. I doubt it will even make much of a dent. Much ado (and a lot of stress to residents) about nothing. 200 E. is touted as some big solution. Not only it is just one piece, I cannot be convinced it will help. If you do things to make it safer (more controlled intersections), it will slow people down and they will move to some other street to drive on. Some people are making a lot of money on all the unbridled growth - growth is good, but I think more could be done to make the growth smart. Other communities have figured this out. I don't think anyone has looked around the country at the very creative ways others might be using to make growth tolerable. I hear the words, "We've researched this," but I've done research. I have a Ph.D. I know

how things can be overlooked, shaped, etc. So please don't baffle us with B.S. - If you've done research, put it out there. So there!

- ❖ A corridor on 200 E. will not solve the problem with Logan's Main Street. It's a state highway with all the retail on it (Logan City created this). Ruining our historic neighborhoods to make traveling in your car from areas north and south faster isn't a solution.
- ❖ Make 100 E. and 100 W. one-way couplets between 700 N. and 300 S.
- ❖ Time the lights. Repaint lines, etc. Left turn arrows at all intersections in town.
- ❖ If signals are to be put in, we would like them to minimize the visual impact, like single-post signals similar to those in San Francisco.
- ❖ This can be a beautiful, helpful project - expedite the process.
- ❖ Don't take the trees out.
- ❖ We need to consider the environmental impact of road improvement (trees, sewer water)
- ❖ I am recently from SLC. The traffic there is insane. It got to be that way by expanding roads and allowing faster traffic. 200 E. is a lovely street - Leave it alone! Widen Main if you have to - that makes more sense.
- ❖ I think you should leave 200 E. alone! And leave the trees alone! Those trees are important to the environment and for the air quality. I don't think you should cut down those trees just because you want to widen the street! You would be murdering the trees and cutting down lots of birds and animals homes! LEAVE THE TREES ON 200 EAST ALONE!!! Angry citizen 12 years old.
- ❖ This Open House is not much better than the last. The public comments are REPEATED, but largely IGNORED. The city should stop pretending it can increase the efficiency of car traffic flow, and improve safety at the same time. The way to correct poor city planning in the past IS NOT to continue it in the future.
- ❖ Close off 1200 N. at 200 E. because traffic gets backed up there.
- ❖ Maintain character & property values in the 200 E. neighborhood
- ❖ It is virtually impossible to exit our cul-de-sac (870 N) without getting out into traffic because of so many high profile vehicles parked on the east side of 200 E. between 870 N. and 800 N. We need a no parking zone at least 40 ft. south of 870 N.
- ❖ Short term solutions such as increasing traffic on this street are not reasonable if we are to make these neighborhoods livable and attractive to home owners. We do not want to create all rental areas with their run-down yards so close to downtown. We need to think of the future of the city. Make it harder for cars to drive and easier for people to use other forms of transportation. That is the only way things will change and people will change their mindset. Out air can't absorb any more pollution. Let's go forward not backward.