

Date	Page	Commenter	Comment	Resolution
21-Feb-22	Title Page	Mark Sabatini	<p>Questions include: What is the status of both preliminary engineering design and landscape design to initiate the projects? When will they be started, 2022, 2023?</p> <p>-> "started to" correct the post. question: Is there consideration for storm drainage and creating connectivity with existing storm drainage conveyances now in place? Will this require additional engineering design? if so how will that be obtained?.</p> <p>-> -> What is the process for public notifications as the improvements are initiated?</p>	<p>Preliminary design has not begun, nor has it been explicitly budgeted, on any of the proposed projects. Adoption of this plan will begin the process in 2022 of setting Council priorities, identifying budget and funding mechanisms, and then beginning preliminary design and planning work.</p> <p>There will be consideration for storm drainage as the Town undertakes survey and design work. At each phase, the Town will engage stakeholders and abutters through its typical process, which generally includes print and electronic advertisement, meetings with stakeholders and impacted property owners, and other engagement methods to gather public feedback and collaboration.</p>
21-Feb-22	Title Page	Frank Halter	<p>This all looks nice but I prefer a downtown promenade. Traffic could be permanently routed one way on Granite and Galena.</p>	<p>While Town Council continues to consider whether to extend or make permanent the Main Street Promenade, the one-way circulation concept was considered and ultimately not pursued for this plan due to several factors.</p> <ol style="list-style-type: none"> 1. Galena's lack of connectivity to West Main and Summit Blvd would reroute a significant volume of Main Street traffic and create three new turns, which would introduce new conflicts. 2. One-way traffic operations typically increase vehicle speed, which could negatively impact safety on Town streets. 3. With the recommended infrastructure investments, the team believes that Granite Street and Main Street are better situated to safely serve vehicle circulation and access. Galena's role is recommended to continue to be residential and low-speed.

21-Feb-22	13 Chuck Strain	Granite Street: Some sidewalks exist now.	Revised to "There are no sidewalk on the majority of segments throughout the corridor."
21-Feb-22	13 Steven Krapes	The statement on the Granite Street description that "There are no sidewalks" is incorrect. The graphic on page 15 includes where the sidewalks are located, which are limited but present. Let's strive for accuracy.	Revised to "There are no sidewalk on the majority of segments throughout the corridor."
21-Feb-22	17 April	town council seemed excited about the speeds being slower on granite street during the promenade compared to after, however considering the number of cars was almost double during the promenade, slower speeds make sense. having almost triple the amount of traffic on granite during weekends is still not what granite street residents want to see even if the speeds are slightly slower.	The Plan doesn't recommend directing higher traffic volumes to Granite Street; rather, the goal of the recommendations is to recognize that as volumes decreased on Granite after the closure of the Main Street Promenade, vehicle speeds increased above a safe and comfortable threshold for multimodal users. As such, the plan seeks to mitigate dangerous speeds, noise, and discomfort through design, regardless of traffic volumes and the status of the Promenade.
21-Feb-22	17 April	it would be good to see a breakdown of this data by time of day as well. if this is a 24 hour period we may not be seeing the real impacts represented correctly in this chart.	Hourly volume graphs are included in Appendix A, figures 13-14.

21-Feb-22	17 Steven Krapes	<p>Including traffic counts during a special event, such as Promenade, can be confusing and misleading since they don't reflect an average day. It's good data for the Town Council to reflect on the impact of such an event on traffic, but doesn't really belong in this type of plan. Similar to using BBQ weekend traffic as a baseline for planning - obviously not representative of day to day traffic. Including the non-Promenade traffic from November likely does not achieve a representative day. November was a light month given that the ski areas didn't open until mid-month. None of these traffic counts should be used in any capacity for a long term plan. Try again during summer months without the Promenade. I live on Granite St and the traffic is much lighter nowadays. The removal of the left-hand turn from northbound Summit Ave onto Granite appears to have reduced traffic, especially the large trucks. Thus the need for new roadway traffic data collection for Granite and Main.</p>	<p>Traffic counts were collected during and after the Promenade to understand the relative traffic diversion during the event and after. The street type recommendations are contextually appropriate for the observed traffic counts, with assumptions for seasonal fluctuation and annual growth taken into consideration.</p> <p>Additionally, the team has recommended that the Town continue to collect traffic volumes seasonally to understand the changes that result from ongoing and future changes in the downtown area, such as completion of the Hwy 9 Gap project. Implementation of the recommended projects will necessitate more detail data collection and engagement, and future trends will be considered as more detailed planning and design is undertaken.</p>
21-Feb-22	18 Dan Fallon	<p>Downtown as a trailhead introduces potential parking issues in the core, especially along store frontages. Parking enforcement must be consistent in the 3 hour zone and longer term parking has to be directed to areas like the sabatini lot and other soon to be developed spaces along Granite. I support the idea of longer term (overnight) off site permit parking for higher density workforce rental development in select areas. We need to be sure to incorporate this along Granite as it redevelops.</p>	<p>See below.</p>

21-Feb-22	18 Steven Krapes	<p>Attracting more bicycles in Frisco's downtown core by creating trailheads is a really bad idea. Conflicts between bikers and pedestrians on Main St sidewalks is a significant problem. When the bicycles move to Main street they increase the risk of accidents as they ride behind angled cars that are backing up, or they ride past the avenues at speed, barely visible to crossing cars. Any location that is considered as a trailhead should have ample parking (not present in Frisco's core) and have minimal risk of conflicts between vehicles, pedestrians, and other bikers. Zach's stop is an example of a good trailhead.</p>	<p>Amended text to clarify that "trailhead" does not require or mean single-purpose "parking lot," rather a starting point for active recreation. We received feedback throughout the planning process that accessing the regional trail system was a priority for residents and visitors alike, and is key opportunity for this plan.</p>
21-Feb-22	23 Steven Krapes	<p>-> (Joel Kuna) Agreed</p> <p>I concur with the prioritization hierarchy chart on page 23. Pedestrians on safe sidewalks are the most important. During winter, I frequently walk on the streets of the downtown core (not Main st) because only the streets are free of snow/ice.</p>	<p>No change needed.</p>
21-Feb-22	28 April	<p>will the town be responsible for snow removal on the bike path planned for granite street? it's positioned on the south side of the street which gets less sunlight during winter months, so icy conditions and snow pile up will be a problem.</p>	<p>Town has and will consider snow clearance for each of the proposed facilities. In the case of Granite, the shared-use path was configured to the south side of the street because the sidewalk / pedestrian facility was deemed a higher priority to keep clear and accessible during snow season.</p>
21-Feb-22	28 Cathy Johnson	<p>I'd like to start with one or the other (pathway or sidewalk) and not both. I don't feel both are needed, especially if Main St is open to cars then less visitor traffic ends up on Granite.</p>	<p>While design will continue to be refined in future project phases, the sidewalk and Frisco Pathway facilities were included as recommendations for serving different, complementary purposes. The north-side sidewalk matches the north-side land uses and creates a contiguous pedestrian network with Main Street, while the south side pathway is intended to serve multimodal users, including people walking and bicycling, and connect the regional active transportation network.</p>

21-Feb-22	28 Jim	How will parking spots be guaranteed for the residences? How will parking violations be enforced?	Resident parking provision and supply is currently regulated by the Town Code, while enforcement is implemented by the Frisco Police Department. This plan recommends a comprehensive parking study to assess and recommend changes to parking management throughout the downtown area.
21-Feb-22	28 Cathy Johnson	I hope this plan is not drastically adding parking on Granite. There is a huge lot between 2nd and 3rd. I don't feel like parking is an issue along this street.	Added cross-reference to Appendix A, Table 2.
21-Feb-22	28 Jim	In this implementation you would have a public sidewalk no more than 2 to 3 feet outside a private residence. This would destroy privacy and make the place feel like you are living in a big city. Completely counter to why we moved to Frisco in the first place. Unacceptable for 300 Granite.	As proposed, all roadway facilities would be implemented within existing Town right-of-way, and in locations without existing curb or sidewalk would include at least 7 feet buffer between ROW edge and sidewalk.
21-Feb-22	28 Steven Krapes	Trees on the south side buffer of Granite St? Where the snow goes? Where the large front end loaders need to maneuver to deposit and collect snow 15' high? As an engineer, I have a hard time believing that any engineer who has visited Granite St during the winter time would recommend trees anywhere near a snow storage area.	During the design phase, trees can be located with enough setback from the roadway to provide adequate space for snow storage. Trees, especially with good hardiness rating, are compatible with retaining and infiltrating snow melt.
21-Feb-22	29 Dan Fallon	Good representation of what the redevelopment between 6th and 7th should look like	No change needed.
21-Feb-22	29 Larry Dunn	2.) As a daily user of Galena Street, I think a pathway on one side and a sidewalk on the other is unnecessary and won't be used in the winter. Narrowing the street will make walking harder in the winter as plowing, or lack of it, will put walkers and bikers in the street anyway. In general, don't overdo all these plans.	While winter maintenance is definitely an important consideration for implementing this street type on Galena, the cross-section was informed by the <i>Community Plan</i> goals to "promote walking, bicycling, and other alternative modes" and to "provide a safe and efficient multimodal transportation network," as well as by public feedback received during this plan that cited a desire for improved accessibility and inclusive walking and bicycling facilities. The Street Type aims to provide dedicated facilities that will be usable year-round--and were developed in consultation with Public Works crews

21-Feb-22	29 Joel Kuna	On paper this looks good, but in reality, will be a plowing and drainage nightmare. I think it should be a requirement that each person in the planning committee have at least 3 years' experience in city or county maintenance to broaden the perspective on this.	Public Works staff responsible for daily operations and winter snow management were part of the project management team, and were consulted throughout the planning process. Snow clearance has been a key consideration in all designs.
21-Feb-22	30 Joel Kuna	Again, failed to incorporate for a 10ft x 10ft wall of snow and ice. I suppose the residence will have to receive it on their doorsteps?	Public Works staff responsible for daily operations and winter snow management were part of the project management team, and were consulted throughout the planning process. Snow clearance has been a key consideration in all designs.
21-Feb-22	30 Brandon Whittle	Galena Street Page 30 - 80' pretty much runs from our front windows to the house across the street. We support the project in general but for the outer street (Galena) please consider reducing the space taken. Combine sidewalk and pathway, make the road more narrow, and leave parking the responsibility of the residences by allowing them their existing property. I do not think Frisco needs extra street parking in this area. -> (Joel Kuna) Agreed	The Plan does not recommend widening any right of way. The street types each recommend retaining the existing right-of-way width on all streets (including Galena, 80 feet), and recommends retaining buffer space between travel facilities and edge of right-of-way / property line.
21-Feb-22	30 M Clary	I'm hoping that we aren't going to have all the painted "zebra crossing" stripes on the streets at the intersections. That seems like overkill and very visually distracting to our small town feel.	High visibility crosswalks are a proven counter measure to improve safety for pedestrians. Given relatively high volume of pedestrians in the study area, installation of high visibility crosswalks is recommended.
21-Feb-22	30 Larry Dunn	1) Name, more completely, the streets that the general designations apply to so we don't have to guess.	Added street names to each of the Street Types, and labels to Map 7.

21-Feb-22	32 Dan Fallon	<p>I am concerned about the continuation of the bike path onto the North South avenues as they appear outside the project area, as the typical bike traffic in such proximity to car and truck loading and unloading which typically occurs along the side walk could result in user conflict in these prescribed lanes. I don't think RIDING should be encouraged in these areas and the emphasis on pedestrian traffic should be paramount. in the project area and wayfinding should be enhanced to</p> <p>-> promote unmounted travel in these closely contested modal zones</p>	<p>Separated bicycling and walking facilities are proposed on north-south avenues specifically to organize users and reduce conflicts in more active multimodal contexts.</p>
21-Feb-22	34 Dan Fallon	<p>Budgeting for improved snow removal is critical and removing overnight parked vehicles will be important as well to facilitate complete snow removal. These alleyways fill with snow quickly and the placement of dumpsters become obstructions to commercial (and emergency) traffic as snow accumulates and the dumpsters are relocated by the waste removal companies that have increasingly limited options for access.</p> <p>-> (Joel Kuna) Agreed</p>	<p>Project team consulted with Public Works staff throughout the process to consider and respond to snow clearance and operations needs. Additionally, the proposed alley design</p>
21-Feb-22	35 Joel Kuna	<p>I hope this alleyway 'valley gutter' is heated in the winter months. Also, adding a bunch of streetlights in town will diminish its charm.</p>	<p>Heated valley gutters can certainly be assessed during detailed design phases.</p> <p>The plan recommends adding street lights at locations where safety and visibility are key considerations, while maintaining lower light conditions for Granite and Galena than on Main Street.</p>
21-Feb-22	38 Lodema	<p>Can we please get bear proof Waste Bins</p> <p>-> Steamboat Springs has them, and they work great.</p>	<p>The Town is considering bear-proof bins.</p>

21-Feb-22	47 TC	Avoid trees that block visibility of businesses and signage for them. They have it tough enough as it is and with tree plantings it's easy to miss a place and keep on driving. Happens often in core areas regardless of the size of the town or city.	Visibility and accessibility are important considerations for tree placement and maintenance, as are the economic benefits and urban ecosystem functions that street trees provide. Tree placement is coordinated with Public Works. No change at this time.
21-Feb-22	53 April	agree with all the quick-build projects.	No change needed.
21-Feb-22	53 Steven Krapes	I see an implementation plan for a traffic circle at Main & Madison but I do not see any discussion of what problems exist such that a traffic circle is the desired solution. This appears to be a \$41,000 solution without a defined problem. I travel this area frequently and have not observed any issues with cross traffic confusion or long backups on Main St.	Added project details and project rationale on page 49. Additionally, based on Town Council and Planning Commission feedback, the project was modified to focus less on a specific treatment at Main & Madison to an overall traffic calming approach to West Main, to better serve the businesses and residences entering downtown and improve safety and comfort along the segment.
21-Feb-22	54 April	the residents of the frisco townhomes at the corner of 3rd & granite would appreciate being part of the design discussion mentioned on page 58, priority 1. we need to work together with the town of frisco to ensure parking & snow removal activities are considered in the plan.	Each additional phase of planning, project development, design, and construction will include public engagement and consultation with abutters and stakeholders.
21-Feb-22	56 Jim	As other near-term projects are engaged such as 2nd and Granite it appears certain presidents for items like the location of the bike lane are being established. For instance Figure 6 for that project shows the bike lane on the south side of Granite.	The current concept is illustrative and subject to additional refinement during planning and public engagement, but is illustrated to be consistent with the street types in chapter 3.
21-Feb-22	61 Dan Fallon	Thank you for including elements of these reports in your plan, as they provide important context for many of your recommendations	No change needed.
21-Feb-22	62 Steven Krapes	Thank you for acknowledging that certain sections of Granite St with existing sidewalks and structures present a more constrained environment that necessitates a narrower right-of-way (e.g., no room for street parking).	No change needed.

21-Feb-22	63 Dan Fallon	Again, Identifying the different areas of Time limit enforcement in the project area is very important. Trying to brand Main Street as a trail head destination is antithetical to the longer term parking attributes of trail head parking and certainly antithetical of the higher frequency turnover desired in parking in the Core along main street and business frontage on the North south Avenues	No change needed.
21-Feb-22	64 Dan Fallon	You should feature the potential parking space development numbers more prominently in the plan as they bear directly on the part of the plan that goes to economic integration of travel modalities and business access	Cross-reference to this table added on pg 29.