Demonstration Project Feedback Report

How to read this: *The summary provides qualitative community and stakeholder input. It is not statistically representative and should not be interpreted as a measure of how all Durango residents or businesses feel. The value is in providing context, experiences and perspectives that can help explain issues identified through broader community research.*

About the Feedback & Who We Heard From

The Demonstration Project was open from August 7-31, 2026, and received 429 contributions from 404 contributors. Respondents were strongly connected to Durango.

- **88%** identified as City of Durango residents and 41% reported working in Durango.
- **94%** reported using a personal vehicle as a way they travel in town.
- **47%** reported cycling and 37% reported walking in town.

Because respondents could select more than one response for residency/work status and travel mode, percentages in these questions do not total 100%.

Experience with the Demonstration Projects

Most respondents reported direct experience traveling through one or both demonstration project areas:

- **77%** reported traveling through the Riverview project.
- **67%** reported traveling through the Goeglein project.

When traveling through the project areas, 94% reported driving, 42% cycling, and 21% walking. In addition, 38% of respondents to the location question reported living in or adjacent to the Riverview project area and 28% reported living in or adjacent to the Goeglein project area.

What We Heard About Speed

Responses indicate mixed perceptions of the demonstration projects' effect on vehicle speeds. Approximately three in ten respondents at each location perceived a reduction in travel speeds.

Measure	Riverview	Goeglein
Perceived a reduction in speed	32% (of 331)	30% (of 288)
Perceived no change	35%	48%
Perceived an increase	12%	10%
Selected "Other"	21%	13%

At Riverview, responses were distributed across reduced speeds, no change, and other experiences. At Goeglein, nearly half of respondents perceived no change in speeds. At both locations, a smaller percentage reported experiencing an increase in speeds.

Context from "Other" Speed Responses

Open-ended responses provide additional context for how some participants experienced speed and driver behavior. Comments could reflect more than one theme, so approximate theme counts should not be added together or interpreted as percentages.

Riverview

- **Potential vehicle conflicts and head-on collision concerns (~25-30):** Respondents described vehicles entering or approaching the oncoming travel lane, near misses, and vehicles maneuvering around delineators.
- **Confusion about right-of-way (~20-25):** Respondents described uncertainty about who should yield and how to navigate the chicanes; some requested clearer signage or instructions.
- **Inconsistent speed reduction (~15-20):** Some reported slowing only when oncoming traffic was present, while others described drivers accelerating to move through the narrowed area before an approaching vehicle.
- **Erratic or stop-and-go behavior (~8):** Comments included swerving, sudden braking and acceleration, weaving, and vehicles stopping to allow opposing traffic to pass.

Goeglein

- **Safety and vehicle-conflict concerns:** Several respondents described concerns about opposing traffic near Hillcrest, including vehicles being pushed toward the oncoming lane.
- **Tight turn onto Hillcrest (~8):** Respondents described the revised turn as sharp and noted that it required vehicles to slow; some questioned how large vehicles, school buses, and snowplows would navigate it.
- **Confusion and lane markings:** Respondents described multiple or overlapping lane lines as difficult to interpret, and some reported drivers ignoring the markings.
- **Speed behavior:** Some reported no change in speeds, while others described drivers slowing for the treatment and accelerating after passing through it.

These comments describe respondents' reported experiences and perceptions. They are not measures of the frequency of actual traffic conflicts, crashes, or measured vehicle speeds.

What We Heard About Safety & Comfort

Respondents expressed greater concerns when asked directly about safety and comfort. The pattern was more pronounced at Riverview, although a majority of respondents at both locations reported feeling more unsafe and less comfortable.

Measure	Riverview	Goeglein
Reported feeling more unsafe	72%	59%
Reported feeling safer	12%	21%
Reported feeling less comfortable	76%	67%
Reported feeling more comfortable	12%	22%

These findings reflect respondents' perceptions and experiences and should not be interpreted on their own as measures of actual crash risk, vehicle speeds, or the technical effectiveness of the demonstration projects.

What We Heard in Open-Ended Comments

The survey also invited broader comments about each demonstration project. These responses provide context beyond the multiple-choice questions and identify design, operational, and user-experience issues that respondents wanted the City to consider.

Riverview: Recurring Themes

- **Safety and vehicle-conflict concerns:** This was the most frequent theme. Respondents described concerns about being directed toward the middle or opposing side of the road, near misses, head-on conflicts, and swerving or erratic driving.
- **Confusion and right-of-way:** Many comments described uncertainty about who should yield and how to move through the chicanes. Some respondents specifically requested signage or clearer instructions.
- **Speed effectiveness:** Comments included reports that speeds did not decrease when the road was clear and that some drivers accelerated to move through the chicanes before oncoming traffic.
- **People walking and biking:** Comments raised concerns about cyclists being squeezed by moving or parked vehicles and about driver attention being focused on oncoming traffic rather than pedestrians, children, or cyclists.
- **Parking and roadway width:** Respondents described loss of parking, parked vehicles affecting how the treatment functions, and concerns that portions of the roadway felt too narrow.
- **Large vehicles and operations:** Comments raised questions about snowplows, fire trucks, buses, delivery vehicles, turning radii, and access.
- **Alternatives suggested:** Respondents most frequently suggested speed bumps or cushions; others suggested enforcement, tickets, lower speed limits, bike facilities, or different striping/design approaches.
- **Opposition, cost, and appearance:** Some comments expressed strong opposition to the project, concerns about cost or use of public resources, or dissatisfaction with the temporary appearance.
- **Positive or supportive feedback:** A smaller group reported that the project slowed traffic, improved conditions for bikes or children, or represented a positive first step. Some supportive respondents still identified confusion or a need for clearer signage.

Goeglein: Recurring Themes

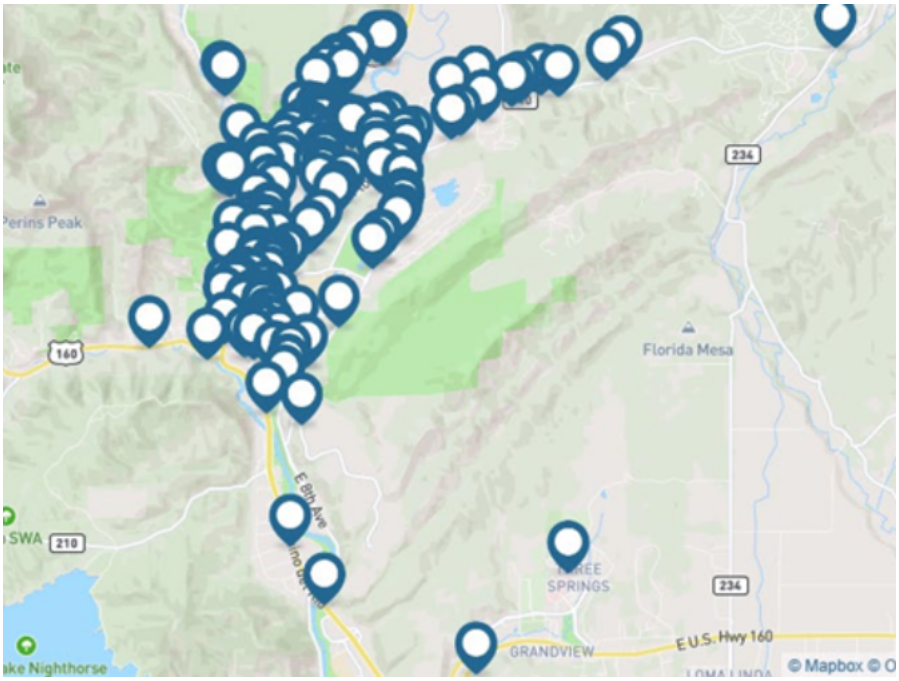
- **Hillcrest turn and access:** The most frequent theme concerned the sharper right turn into Hillcrest and the loss or limitation of the previous direct entrance/turn movement.
- **Safety concerns, including for cyclists:** Respondents raised concerns about vehicle conflicts, blind corners, right-hook conflicts, the bike lane transition near the roundabout, and interactions between bikes and vehicles near Hillcrest.
- **Confusion and lane markings:** Respondents described too many or overlapping lines, old markings remaining visible, uneven or unclear striping, and markings that did not always match how vehicles turned.
- **Positive and supportive feedback:** A notable group of respondents reported benefits for cyclists and pedestrians, including wider or buffered bike lanes, greater separation from vehicles, improved comfort, and slower vehicle speeds.

- **Speed effectiveness:** Some respondents reported that speeds did not change or that drivers continued to speed beyond the project treatment.
- **Alternatives and practical concerns:** Suggestions included enforcement, speed bumps, or bike infrastructure in other locations. Operational concerns included narrow lanes, snowplow access, large vehicles, and congestion.
- **General opposition:** Some respondents expressed dissatisfaction with the project or its design.

Professional & Operational Feedback

Eleven respondents described interacting with the projects in a professional capacity. Some reported no significant impact. Others raised concerns about turning radii and the remaining roadway width for wider vehicles within the chicanes. These comments align with broader survey themes related to delivery vehicles, buses, emergency vehicles, and snow removal.

Where Residents Identified Other Opportunities



Approximately 31% of participants used the mapping tool to identify other locations in Durango that they believe could benefit from traffic-calming features such as chicanes, curb extensions, lane narrowing, speed cushions, or roundabouts. Suggestions were distributed across multiple areas of the city rather than concentrated at a single location. 215 locations were identified by respondents for opportunities for future speed management technique installations. This feedback helps City Staff to set priorities for future speeding and safety improvement projects and use feedback received from the demonstrations to improve the outcome and design of these projects.

How to Interpret These Findings

The feedback provides a snapshot of community experiences and perceptions during the demonstration period. The quantitative responses show how participants described changes in speed, safety, and comfort, while the open-ended comments help explain why some respondents answered as they did. The comments also show meaningful differences between the two locations: Riverview feedback focused heavily on chicane navigation, opposing-traffic interactions, and

vulnerable road users, while Goeglein feedback included concern about the Hillcrest turn and lane markings alongside a more visible group of positive comments about bicycle and pedestrian improvements.

Findings are one source of information for evaluating the demonstration projects. They are best considered alongside measured speed data, crash and conflict information, field observations, operational considerations, and other available transportation data.