Mission: The City of Durango and our employees provide efficient city services, effectively maintain city assets and manage growth, are accountable, ethical, fiscally responsible, and collaborate with regional partners to improve the quality of life for our entire community.

Vision: Durango is an authentic, diverse, multigenerational, and thriving community. Our Residents value and enjoy our unique natural environment and benefit from the management of our City’s resources in a fiscally responsible, environmental, and socially sustainable manner.

Ensure Effective Infrastructure Network
Mobility: Accessibility, Transit, Transportation System
Improve safety and connectivity for all modes of transportation

Environmental and Social Sustainability
Reduce the city’s carbon footprint
Project Background

Need identified

- 2015 North Main Corridor Mobility Study
- 2016 Multimodal Transportation Plan

Project funding identified

- City Staff in coordination with CDOT identified funding for this project.
- CDOT Staff submitted Transportation Innovation Council application
- City Staff authored grant application for MMOF Grant

Letters of Support from 5 partners including:
- MAB, BID, 9R School District, Mountain Middle School, CDOT Region 5

Conceptual cross section from North Main Avenue Mobility Plan
Project Background Continued

Grant Funding awarded
- 2020 Multimodal Options Fund $75,000
- 2020 Transportation Innovation Council $25,000

Project funded in 2021 Budget
- $95,000 in 2015 ½ Cent Dedicated Sales Tax

CDOT is the fiscal agent and is funding remaining project costs.
Safety Concern

The lack of a safe pedestrian crossing in the corridor creates a significant safety concern for both pedestrians and motorists, as pedestrians frequently attempt to cross the five-lane highway at or near 30th Street rather than walk the distance to the nearest signalized crosswalks at 27th Street to the South, or 32nd Street to the North.
The Multimodal Advisory Board recommends approving the funding and construction of the jointly agreed upon location by CDOT and city staff, the location near Bird’s egress at the 29 ½ midblock. This recommendation is based on the safety considerations explained in detail by CDOT and city staff regarding having only two traffic directions at the midblock versus four traffic directions at the intersection and the danger vehicles turning at the intersection poses to pedestrians and bicyclists crossing.

- MAB Recommendation to City Council
  4/20/21
Stakeholder Outreach

- Two presentations to North Main Business Improvement District
- 1-on-1 outreach to impacted businesses in corridor
- Two mailings to residents and property owners (29th-31st Street / E 2nd to W 3rd Ave)
  - Notification of survey
  - Project status update
- Survey
- Follow up site visit with interested parties
Public Feedback

• Overwhelming support for project

• 236 Survey Responses

“Choosing any of these locations will be an improvement to ensure the safety of our resident population and traveling guests who choose to support the local shops and restaurants at the North end of town.”

“This is extremely needed for the North side! As a resident in this area I notice how dangerous it is to cross on main. I am very excited to hear a crosswalk is to be put in!”
Project Status

Project is in Final Design (CDOT funded)
CDOT intent to BID project Q3 2021
Projected construction 2021-2022
Estimated Total Project Cost $400,000

<table>
<thead>
<tr>
<th>Project Funding</th>
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<tr>
<td>MMOF Grant</td>
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<td><strong>Total</strong></td>
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Next Steps

Option 29 ½:

*Construction of treatment begins 2021-2022.* CDOT will proceed with project bid this spring.

*Begin process for N. Main Access Control Plan.*
  - Develop IGA with CDOT
  - Request ACP funding in 2022 Budget (approximately $75k City, $75K CDOT)
  - 2 years to complete ACP after award
  - Implementation of ACP (medians) for North Main 2025-2027 (funding dependent)

Option 30th:

*Begin process for N. Main Access Control Plan.*
  - Develop IGA with CDOT
  - Request ACP funding in 2022 Budget (approximately $75k City, $75K CDOT)
  - 2 years to complete ACP after award
  - Implementation of ACP (medians) for North Main 2025-2027 (funding dependent)
Roadway Characteristics & Considerations

Roadway Characteristics:

- AADT: 29,000
- Speed Limit: 35 mph
- 4 - Lane Highway with Two-way left turn Center Lane

Considerations for final crossing location:

- Minimize Vehicle-Pedestrian Conflicts.
- Minimize impacts to businesses.
- Minimize impacts to residential access.
- Minimize impacts to vehicle turning movements and current vehicular flow
Explanation of Images

- Green - Unrestricted vehicular turning movement
- Red - Blocked vehicular turning movement
- Blue - Increased pedestrian movement
- Red square - potential increased vehicle-pedestrian conflict point

Note:

Hwy 550 thru movements not shown
RRFB Location 2

Advantages

• No vehicle movements blocked
• No reduced Business Access
• No reduced Residential Access
• Transit stops are connected

Disadvantages

• Right turn from Birds may conflict with pedestrians
• Right turn from Quality Inn may conflict with pedestrians
RRFB Location 3

Advantages
• None

Disadvantages
• Three movements conflict with pedestrians in five locations
• Three blocked vehicle turning movements
• Reduced business access
• Reduced residential access

May 11, 2021
RRFB Location 4

Advantages
• None

Disadvantages
• Two movements conflict with pedestrians in two locations
• Six blocked vehicle turning movements
• Significantly reduced business access
• Significantly reduced residential access
QUESTIONS?