FOCUS GROUP MEMBERS:

Present were Jenny Hill, Jean Aaro, Karen Anesi, Scott Langley, and Joe Hanrahan.

Present on behalf of city staff were Courtney Child and Devin King.

INFORMATION PACKET, QUESTIONS, AND DISCUSSION

Mr. King explained the information in the packet. One caveat with the traffic study is that the traffic study cannot account for human behavior.

There was discussion about previous improvements that were made to the intersection and how it affected property owners. Concerns were expressed about the drainage and ice on the intersection.

Mr. King clarified that the other non-circular roundabouts were not presented on the community feedback surveys, because they were not available at the time.

There was discussion about the National Trust for Historic Preservation. The “cut” in the 14th median was removed due to line of sight safety concerns. Engineering design plans to open the 14th median from a different engineering firm were passed around. Mr. King explained the city is at conceptual design phase for this project and looking for community feedback before moving forward.

Mr. King said any design changes to the intersection will not change how the rest of the streets flow in the Midtown area. The MidTown Safety and Connectivity project will make 2nd Ave. a one-way (south-bound between 15th and 14th and north-bound between 14th and 13th). The connectivity plans for the new city of Durango civic center, make a connection from 2nd Ave. The group talked about the two-way cycle track on 2nd Ave. and how to safely move them to the Smiley Building and the civic center. The group talked about a pinch point in the bike path midtown area off of Florida to 15th.

Mr. King explained how the city plans to get more community feedback for the MidTown project. Recent efforts include the city intercepting community members on the Animas River Trail to collect responses. At 60% design plans the city plans to have another community meeting to receive feedback. The focus group is representative of different community perspectives because of its diversity and is another piece of the project decision.

There were concerns about the city removing access to nearby residence homes, emergency access, and trash services. Mr. King explained the city would not move forward with this project if that is the case. If the engineering does not work to give residents access to driveways, they will not move forward and try another design plan. There were concerns about other residents
who do not have land to give for this project, and the city may not get the engineering right the first time.

One group member asked if there will be an opportunity to talk about bikes and pedestrians access on 3rd. Mr. King explained how bicycle and pedestrians connection will be improved even if the intersection stays as is.

The traffic study does not include how bicyclists and pedestrians move through the intersection.

The group asked if it would be safe for bicyclists to cross at 14th St. if the city were to open the median. One group member wondered if they can engineer a stop sign at the intersection.

One group member expressed crossing safety is their number one concern of this project.

One group member asked about the transfer of property from the fire department to the city, and if they can open the street between 2nd and 3rd on 13th block. This would be the city’s property due to the exchange. It is not known what the plan is for this section of the block.

Mr. King said the goal of this project is safety and connectivity for bicycles and pedestrians, which will in turn improve the intersection for vehicles.

Next week the group will go through each intersection design plans and talk about concerns and needs for each. The group will not necessarily decide on one design plan for the intersection.

CDOT has influence on 14th and Main and 15th and Main, but they do not have direct influence on the rest of the MidTown project.
Traffic Study Results

**Scenario 0 (Baseline/ No Action)** - Currently, 3rd Ave & 15th St/Florida Rd and Main Ave & Camino Del Rio/14th Street both operate at LOS F with over 90 seconds of delay per vehicle in the PM peak hour, while the other four intersections are satisfactory. However, in 2041, delay at 3rd Ave & 15th St will reach over 20-minute delay per vehicle in the morning peak (LOS F), and over an hour per vehicle in the afternoon (LOS F).

**Scenario 5-1 (3rd NO NBL)** - The removal of Northbound left (NBL) at 3rd and 15th/Florida Rd intersection betters the “No Action” F performance. Forbidding NBL improves operations to LOS B in the morning, and although 40 times lower delays, overall PM delays remain at LOS F.

**Scenario 5-2 (3rd/15th CFI)** - Continuous flow intersection performs similarly to Scenario 5-1, with the difference that the queued traffic is moved further to the South with CFI.

**Scenario 5-3 (3rd/15th ROUNDABOUT)** The mini roundabout with the inscribed diameter of 80 ft at 3rd and 15th/Florida Rd operates at LOS A under existing peak demands. The mini roundabout operates at LOS F if the future demand grows by 80%, as the local traffic. However, if growth is 16% (as US 550), future LOS is B.

Traffic Study Conclusions and Recommendations

Also, the proposed mini roundabout at 3rd Ave/15th St/Florida Rd potentially improves service at all directions in 2041. The sufficient inscribed diameter is 80 feet, keeping Right of Way acquisition and construction costs relatively low. With the proposed two redesigns, both current traffic bottlenecks could be eradicated for the next 20 years. The City will need to be cognizant of the grade of 15th Street (eastbound) as it enters the RAB, which is steep and should be mitigated as best as possible.

The proposed mini roundabout might decrease approach turn and broadside crashes at the intersection as well as severity of other crashes. However, vulnerable groups should
be additionally protected with high visibility crossings or shared pedestrian/bicycle paths near the roundabout.
Midtown Traffic Operations Study

Scenario 5-1: 3rd No NBL
Scenario 5-2: 3rd/15th CFI

Scenario 5-3: 3rd/15th Roundabout

Midtown Traffic Operations Study
3rd Ave/15th St/Florida Rd Intersection Improvement Concepts
MidTown Safety and Connectivity Conceptual Alternatives Questionnaire

38 Responses  89:42 Average time to complete  Active Status

1. Name

38 Responses

Latest Responses
"Tenny Webster"
"Ryan Hurlock"
"First Church of Christ, Scientist"

2. Do you travel through the MidTown area (13-15th Streets, E 2nd Ave, and Florida/15th/3rd Ave intersection)?

- Multiple times a day: 18
- Once a day: 3
- A few times a week: 16
- Not very often: 1
3. How do you travel through MidTown (13-15th Streets, E 2nd Ave, and Florida/15th/3rd Ave intersection)?

- Motor vehicle: 31
- Bicycle: 26
- Walking: 19
- Rolling: 0
- Bus: 0

4. Which options below are most accurate about you?

- Durango business owner: 8
- Durango resident: 37
- Work in Durango: 21
- Shop in Durango: 18
- Visit Durango: 1

5. What elements in the conceptual alternatives would you like to see considered in the design?

- 1.) Curb extensions at the inter...: 7
- 2.) Two-way cycle track on E 2n...: 4
- 3.) Shared use path on E 2nd Ave: 9
- 4.) E 2nd Ave one-way southbou...: 3
- 5.) Parallel parking on the west s...: 3
- Other: 63
8. What elements in the conceptual alternatives would you like to see considered in the design?

- 1.) Curb extensions at intersections: 7
- 2.) Parallel parking on the west side: 3
- 3.) Diagonal parking on the east side: 6
- 4.) Two-way cycle track on the west side: 5
- 5.) E 2nd Ave as a one-way street: 4
- 6.) Landscape buffered sidewalk: 6
- Other: 71

9. Which intersection improvement to the 15th Street, Florida Road, and E 3rd Avenue intersection do you prefer, if any?

- Continuous Flow Intersection: 6
- Mini Roundabout: 24
- Keep as is: 5
- Other: 3

10. Please provide any additional comments regarding the conceptual alternatives.

18 Responses

Latest Responses

"Thank you for your excellent work to make Durango even better..."

"Everything else is fine. There is a serious lack of pedestrian safety..."

"The changes to the intersection do not really help anything. Th..."
The safety issues for the rounded corners have been addressed recently by the addition of a roundabout with a radius of 100 feet.

The mini, single-lane roundabout eliminates the need for all existing turn and right turn lanes. Continuous traffic flow is promoted with standard roundabout yield procedures. Additionally, more direct pedestrian crossings are provided on all three sides of the roundabout outside of where vehicles are to yield. Access to private lots (with ability to turn around) prior to RAB will be maintained.
CFI

The continuous flow intersection (CFI) facilitates concurrent traffic movements to reduce congestion and increase safety. The primary conflict with the existing intersection at 3rd Ave. and 15th St./Florida Rd., results from drivers needing to cross continual through traffic when making a Northbound left (NBL) from 3rd Ave. or a Southbound left (SBL) onto 3rd Ave., with the SBL also having the right-of-way over the NBL. The CFI minimizes this conflict by synchronizing these left turns with traffic signals, while revised lane configurations allow the opposing traffic to cross outside of the intersection on 3rd Ave.
Durango Fire Ladder Truck

- Overall Length: 35.600 ft
- Overall Width: 8.200 ft
- Overall Body Height: 10.467 ft
- Min Body Ground Clearance: 0.897 ft
- Track Width: 8.200 ft
- Lock-to-lock time: 4.00 s
- Curb to Curb Turning Radius: 31.960 ft
Durango Fire Ladder Truck

Overall Length: 35.600ft
Overall Width: 8.200ft
Overall Body Height: 10.467ft
Min Body Ground Clearance: 9.897ft
Track Width: 8.200ft
Lock-to-lock time: 4.00s
Curb to Curb Turning Radius: 31.560ft