JUNCTION STREET TRAFFIC CALMING
COMMUNITY MEETING 2 - RECOMMENDED ALTERNATIVE
Tonight’s Agenda

- Welcome and Presentation: 15 minutes
- Question/Answer Session: 15 minutes
- Feedback Session at Boards: 60 minutes
The City of Durango is working to improve traffic safety along Junction Street between W. 2nd Ave. and Dalla Mountain Park. Building on community input, this project aims to improve connectivity for those walking cycling on Junction Street while also slowing vehicular traffic and strengthening connections to Miller Middle School.
TONIGHT’S PURPOSE

We’ve called tonight’s meeting to share our recommended design based on your feedback, City policies, and operational concerns. This isn’t done yet – we want to hear more from you all on what we’re missing.
WHAT WE HEARD
AT COMMUNITY MEETING ONE
APPETITE FOR CHANGE

• 55 community members attended
• Speeding is a pervasive issue
• There aren’t enough marked crosswalks in the project area
• Any changes must be designed with maintenance in mind
• More and better multimodal facilities are needed
• Addressing challenges involves tradeoffs
WHAT WE DIDN’T HEAR

AT COMMUNITY MEETING ONE
LEAVE IT ALONE!

There is openness to change from the community, and existing conditions are not deemed optimal.

NEED FOR PARKING

Parking has been prohibited on Junction for several years, and requests for replacing it have been rare.

MORE CAPACITY

No feedback has indicated a need for more roadway capacity, particularly when considering how wide roads affect speeding.
STRONG COMMUNITY INPUT

122 COMMUNITY RESPONSES FOCUSING ON TRADEOFFS BETWEEN TRAFFIC CALMING, MULTIMODAL CONNECTIVITY, MAINTENANCE, AND CONSTRUCTION COSTS FOR FOUR ALTERNATIVES
Alternative 1

Section View

Benefits
- Small footprint, adaptable to all portions of the corridor
- Narrows roadway, discouraging speeding
- Potentially lower cost

Drawbacks
- Does not provide dedicated cycling facilities
- Garbage collection will impact traffic, with cans in the travel lane
- Spring/fall cleanup will affect traffic, with refuse in the travel lane
- Sidewalks are adjacent to travel lanes
**Benefits**

- Provides dedicated, separated facility for cyclists
- Provides comfortable, two-way connection to Miller Middle School for pedestrians and cyclists
- Narrows roadway, discouraging speeding
- Provides flexibility for all levels of cyclists

**Drawbacks**

- Potential conflicts with/ removal of existing trees
- Garbage collection will impact traffic, with cans in the travel lane or on multi-use path
- Spring/fall cleanup will affect traffic, with refuse in the travel lane
- Higher construction costs
Benefits
- Provides dedicated, separated facilities for cyclists
- Narrows roadway, discouraging speeding
- Separates all modes (pedestrians, cyclists, drivers) within the road
- Potentially minimizes costs of stormwater improvements
- Sidewalks are separated from travel lanes by cycling lanes

Drawbacks
- Potential conflicts with/removal of existing trees
- Garbage collection will impact traffic, with cans in the travel lane or on multi-use path
- Spring/fall cleanup will affect traffic, with refuse in the travel lane
- Adds complexity to maintenance along Junction Street
- Separation is intermittent due to driveways and side streets
- Higher construction costs
**Benefits**
- Provides dedicated, northbound/uphill facility
- Narrows roadway, discouraging speeding, though less than other alternatives
- Potentially minimizes costs of stormwater improvements

**Drawbacks**
- Garbage collection will impact traffic, with cans in the travel lane or uphill cycling lane
- Spring/fall cleanup will affect traffic, with refuse in the downhill travel lane
- Does not provide a dedicated, downhill cycling facility
- Does not provide physical separation for uphill cycling lane
Ranking Results

Alternative 2

Alternative 3

Alternative 4

Alternative 1

1st Choice

2nd Choice

3rd Choice

4th Choice
WHAT WE’RE RECOMMENDING AND WHY
Alternative 2
## JUSTIFICATION

<table>
<thead>
<tr>
<th><strong>ALIGNS WITH CITY POLICY</strong></th>
<th><strong>ALIGNS WITH PROJECT GOALS</strong></th>
<th><strong>ALIGNS WITH COMMUNITY INPUT</strong></th>
<th><strong>SIMPLIFIES MAINTENANCE</strong></th>
<th><strong>MANAGES PHYSICAL CONSTRAINTS</strong></th>
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<tbody>
<tr>
<td>Supported by Durango’s Complete Street’s policy and recently adopted Multimodal Transportation Plan.</td>
<td>Reduces roadway width to discourage speeding, shorten crossing distances, and improve expected safety outcomes.</td>
<td>Includes most requests made by community members and matches survey responses.</td>
<td>Leverages existing equipment and places responsibility on City staff.</td>
<td>Minimal impacts on existing trees and utilities due to width.</td>
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### Additional Improvements

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<tr>
<th>More Marked Crossings</th>
<th>Extended School Zone Northward</th>
<th>Splitter Islands / Lateral Deflection</th>
<th>Extended Project Corridor</th>
<th>Leverages School Redesign</th>
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<td>The recommended alternative includes more marked crossings along the corridor.</td>
<td>Responding to feedback from the last meeting, we’re proposing to extend the school zone north.</td>
<td>Distributing improvements and traffic calming along Junction street to further discourage speeding.</td>
<td>The project extents now include W 2nd Ave., following a suggestion from the first meeting.</td>
<td>Compliments planned improvements along Junction adjacent to Miller Middle School.</td>
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Next Steps

• Review feedback gathered tonight to inform corridor design
• Transition from concept development to design process
• Aiming to conclude design effort by middle of the year to pursue grant funding opportunities
• Out to bid late 2024
JUNCTION STREET TRAFFIC CALMING
COMMUNITY MEETING 1 - COMMUNITY NEEDS