Acknowledgements

City of Durango Residents
More than 200 City of Durango residents contributed to this technical assistance report through stakeholder workshops, volunteer activities, direct dialogue, and public input meetings.

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Mayor Pro Tem – Christina Rinderle
Councilor – Keith Brant
Councilor – Dick White
Councilor – Sweetie Marbury
City Manager – Ron LeBlanc

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Alta Planning + Design
New Mobility West
Sonoran Institute
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Executive Summary

North Main Avenue (US Highway 550) is the primary north-south arterial through the City of Durango (City) and acts as a gateway to the City's historic downtown. The corridor accommodates high traffic volumes generated by through-traffic and local traffic accessing commercial properties and adjoining residential neighborhoods. The intersections and pedestrian facilities along this corridor provide critical links between residential neighborhoods, commercial areas, community facilities, and recreational amenities. The City desires to enhance mobility along North Main Avenue to improve safety, increase walking and biking, encourage redevelopment, and enhance the quality of life for the wide variety of people who depend on this major corridor.

The vision for North Main Avenue exists in the City’s Multi Modal Transportation Master Plan (MMTMP). This Mobility Plan is a refinement of the MMTMP vision for the corridor, and the first step in a longer-term City initiative to revitalize and enhance the North Main Avenue corridor for the benefit of the entire community. To begin addressing the challenges in the North Main Avenue corridor, City staff has proposed to coordinate a multi-phase approach to create a comprehensive North Main Avenue Corridor Redevelopment Assessment. A number of initiatives will be coordinated to produce an all-inclusive plan for the corridor, with the goal of affecting tangible physical improvements to the area. To launch this planning process, the City received technical assistance through New Mobility West (NMW), an initiative of the Sonoran Institute, which provides the funding and resources needed to create this Mobility Plan.

During the scoping process, NMW chose Alta Planning & Design to facilitate a three-day site visit and develop the Mobility Plan for North Main Avenue. An intensive stakeholder design charrette process, held from May 4 to 6, 2015, provided a vision for a revitalized corridor that fully integrates bicycle and pedestrian facilities. The process focused on identifying the best locations along this corridor for physical pedestrian and bicycle improvements, prioritized locations for ADA accessible ramps, and conceptual designs of important improvements.

The vision from the stakeholder design charrette and detailed recommendations to enhance mobility along North Main Avenue are contained in this document. The Mobility Plan includes conceptual designs, a prioritized list of mobility improvements, and explores potential reconfigurations of the North Main Avenue corridor. The Plan is broken into three chapters:

- Process Summary
- Analysis and Evaluation
- Recommendations

The technical assistance provided by NMW focused on improvements to increase safety, access and multi-modal movement along and across the North Main Avenue corridor. In conjunction with improving infrastructure and public facilities to increase mobility, the City will explore incentives and policy options to enable appropriate redevelopment activity along this important corridor in future phases of this redevelopment planning initiative.
1: Process Summary

1.1 Plan Overview

Introduction
The City of Durango, funded by a technical assistance award from New Mobility West (the Sonoran Institute), conducted a study along North Main Avenue to identify mobility issues and develop a dynamic framework to guide future improvements along the corridor. This study aims to accomplish goals set forth by the Durango City Council and address public interests. An integrated, interdepartmental, inter agency and collaborative effort aimed to develop, improve and better integrate transportation and land use planning. Additionally, concerns from adjacent neighborhoods were identified, and proactive direction will be coordinated with property owners and developers.

Study Area Description
The study area spans North Main Avenue from 14th Street at the south to Animas View Drive to the north, with connections to neighborhoods along the corridor. For analysis purposes the study corridor has been divided into the following six segments:

- Segment A (14th Street to 18th Street);
- Segment B (18th Street to 23rd Street);
- Segment C (23rd Street to 26th Street);
- Segment D (26th Street to 30th Street);
- Segment E (30th Street to 34th Street);
- Segment F (34th Street to Animas View Drive).

North Main Avenue is the major north-south arterial with a series of four through lanes and a two-way left turn lane extending from 14th Street on the south to Animas View Drive on the north with a right-of-way (ROW) that varies from 80'-100' in width. In addition, the corridor has a consistent curb-to-curb width of 68'-70'. The project study area has some auxiliary travel lanes that are used for acceleration and deceleration from side streets and access points. The corridor is US 550 Highway and is maintained by Colorado Department of Transportation (CDOT). The corridor's functional classification is described as a Major Arterial by the City of Durango. The posted speed limit along North Main Avenue is 35 miles per hour (MPH). The corridor traffic volumes range form 13,000 to 34,000 average daily traffic (ADT).

1.2 Project Background

Previous Planning Efforts
The following documents provided insight into Durango's priorities and emphasis on establishing a community rich with active transportation and mobility.

MULTI MODAL TRANSPORTATION MASTER PLAN, 2012
The Multi Modal Transportation Master Plan (MMTMP) is a comprehensive, action-oriented document that dissects the City of Durango into six zones and evaluates existing infrastructure conditions for all modes of transportation. The MMTMP vision is to create a fully connected transportation network that provides for an outstanding transit, walking and bicycling community. It focuses on integrating the transportation network to fully connect people who take transit, walk and bicycle to
neighborhoods, parks, employment centers, business districts, transit hubs, and other destinations in all parts of Durango. The vision for North Main Avenue was identified in the MMTMP Zone 2, this Plan is an amendment to the vision for North Main Avenue in the MMTMP. The following is a list of related projects that have implications to North Main Avenue:

- Provide wayfinding signage for bicycles and pedestrians within Zone 2;
- Provide grade-separated crossing of North Main Avenue;
- Improve 14th Street, 22nd Street and 32nd Street crossings;
- Install pavement markings and striping for bicycle facilities within Zone 2 (including North Main Avenue);
- Upgrade all sidewalks and intersections along North Main Avenue to meet ADA standards;
- Install missing southwest links.

COMPREHENSIVE PLAN, 2007

This Comprehensive Plan sets forth a shared community vision of Durango’s future, and guides decision-makers towards that vision. This Plan also acts as the principal document that links the health of the environment, community, economy, and transportation system. It contains a thorough examination of the transportation network and provides objectives to create a system that provides transportation options for residents and visitors alike. The following are plan objectives that relate to mobility improvements along North Main Avenue:

- The intersection of Main Avenue and Camino del Río at 14th Street. Heavy traffic loads and the number of streets converging near this intersection make this a challenging intersection. CDOT reports that this intersection operates at an F level of service on some peak tourist days in August.
- U.S. 550 North Main Avenue Corridor. While traffic generally moves well through this corridor, delays at traffic signals have become more prevalent.

Currently, summer weekdays AM up to PM peak are level of service D, summer PM peak are level of service E, and weekends are level of service C. Increased development along the corridor and in outlying parts of the County will exacerbate these problems, resulting in levels of service E and F, according to the Regional Transportation Study. The addition of a third lane or the conversion of a corridor to a limited access freeway would temporarily improve the level of service, but there currently are no plans to pursue either of these projects.

- Objective 13.1: Develop and maintain a comprehensive transportation system that efficiently carries a variety of modes of traffic within and through the community.

PARKS, OPEN SPACE, TRAILS (POST) AND RECREATION MASTER PLAN, 2010

The POST and Recreation Master Plan is a guiding document for the future growth and change for the City of Durango’s parks, open space, trails, and recreation facilities and programs. Key findings from the plan that inform and enhance the North Main Avenue Corridor follow:

- The Animas River Trail (ART) provides access to 12 City parks, hundreds of acres of open space, the Recreation Center, library, and other destinations;
- The ART remains the north-south spine of the trail system, with both lateral connections and looped trails;
- Integration of the trail system with on-road bicycle and pedestrian facilities is critical to the functionality of the community’s multi-modal transportation system;
- Continue planning for separated-grade trail crossings of US Highway 550/160, Camino del Río and North Main Avenue. If a grade-separated crossing is not a viable option, better use of bike boxes and bike detection at signals where higher bike and pedestrian activity is occurring will be considered;
- Continue to modify and expand on-street bike and pedestrian facilities and linkages to the off-street trail system to provide a network of core urban trails that connect people to places.
1.3 Public Involvement

City of Durango staff and the project technical assistance team conducted a three day charrette from May 4 to 6, 2015. The event consisted of a walking tour of the corridor, stakeholder input workshops and a public open house.

**Corridor Assessment Walking Tour**

Members of the project technical assistance team, city staff and the BID walked the corridor to evaluate the study area and gain an overall impression of the mobility issues that exist along the North Main Avenue. The group observed many positive and negative attributes along North Main Avenue.

**Stakeholder Workshops**

Stakeholders from CDOT, Durango School District, Durango BID, local business owners, City staff and elected officials provided input at a series of workshops on day one of the charrette. Three large format corridor maps were used to establish an overall physical vision of mobility improvement for North Main Avenue.

Following the stakeholder workshops, the technical assistance team worked with city staff to consolidate stakeholder input and observations from the walking tour to begin developing a physical vision for the study corridor in advance of the public open house.
Public Open House

City staff and the project technical assistance team held a public open house on Tuesday May 5 at Carver Brewing Company in Durango. A lively crowd of over 65 attendees provided input for the study.

Three input and information stations collected public comments and educated the attendees on the project.

- **Station One**: presented a brief introduction of project purpose, need and how this study fits into Durango’s North Main Corridor Redevelopment Plan.

- **Station Two**: solicited input on community concerns, needs, and ideas. Emphasis was placed on identifying the highest priorities of the corridor and outlining the biggest challenges for bicycles, pedestrians, transit and motor vehicles.

- **Station Three**: facilitated a discussion of innovative ideas and solutions for the study corridor.

Significant input was collected on three large format corridor basemaps (see page 7).

PUBLIC OPEN HOUSE!

Sponsored by the City of Durango

Join us on Tuesday, May 5th, 5:30pm to 7:30pm at Carver Brewing Company (1022 Main Ave) to share your thoughts on how to improve mobility on North Main Ave.

FOR MORE INFORMATION:
Please contact Amber Blake, Director, City of Durango, Department of Transportation and Sustainability
970.375.4949
Amber.blake@durangogov.org

The City of Durango is in the process of a series of North Main Ave improvement plans. The first step is a corridor mobility plan that will be finished by mid-July.

Come tell us what YOU think will help make North Main Ave more accessible, walkable and welcoming!

Free appetizers and one beverage per person provided by the Durango Business Improvement District.

YOUR FEEDBACK MATTERS!
General Tally of all Public Comments Received from the Charrette by Topic in a Bar Graph
Tally of Public Comments from the Charrette About Each Location, as a Bar Graph

Comments by Location
Tally of Public Comments Received from the Charrette Indicating Modes of Transportation for Travel Along North Main Avenue as a Pie Chart

Comments by Transportation Mode

Tally of Public Comments from the Charrette by Area Type as a Pie Chart

Comments by Area Type
2: Analysis and Evaluation

2.1 Corridor Assessment

In the spring of 2015, an assessment of the North Main Avenue corridor was completed using field evaluation and City supplied Geographic Information System (GIS) data. The corridor is a major north-south arterial with a series of four through-lanes and a two-way left turn lane extending from 14th Street on the south to Animas View Drive on the north with a right-of-way (ROW) that varies from 80'-100' in width. In addition, the corridor has a consistent curb-to-curb width of 68'-70' (See typical existing conditions cross section at page bottom).

The North Main Avenue corridor is a highly serviced transit area, with a high quality trolley and bus system servicing the corridor in 20 minute intervals year-round. A main transfer point for connecting with other routes is at North City Market at 32nd Street and Main Avenue.

The audit was conducted over a period of three days and completed by the technical assistance team, City staff, and members of the BID. The evaluation methodology provided a detailed assessment of the existing conditions for people who walk, bicycle, or bus when traveling in the North Main Avenue corridor. This included conditions for those who have disabilities and limited mobility. In addition, it also considered bicyclists of all ages and abilities and those who ride for non-recreational purposes (commuting, shopping, etc.).

The technical assistance team and City Staff collected digital photos and measurements during peak and off-peak periods to document the existing conditions for all users. This information was combined with other data collected by City staff from other planning efforts. The existing conditions also noted key destinations within a short walk or bicycle ride of the corridor.

Traffic signal pole locations provide challenges for implementing ADA ramps.
No designated bicycle facility leads to unsafe use of sidewalk.

Wide crosswalks with poor markings.

Inconsistent and obstructed sidewalks.

Poor pavement markings and absent ADA ramps.
The sidewalks along North Main Ave on the Animas River Bridge are very narrow. Additionally, the absence of a bicycle facility leads to a difficult choke point for people bicycling.

A staircase provides access to the Animas River Trail from North Main Avenue for pedestrians but does not accommodate people bicycling or meet ADA requirements.

Poor pavement markings and absent ADA ramps.

Worn footpaths and absent sidewalk segments.
2.2 Corridor Analysis Maps
The following pages contain maps illustrating existing conditions along North Main Avenue.
Corridor Analysis Map
Segment B: 18th Street - 23rd Street

North Main Avenue Corridor Mobility Study

Hotspot
Traffic Light - Existing
Transit Stop - Existing
Bicycle Route - Existing
Bicycle Lane - Existing
Bicycle Sharrow - Existing
Trail - Existing
Transit Route - Existing
Snow Removal Route - Existing

Wide Crosswalk
Poor Bicycle Connection
No Bicycle Provisions

No Bicycle Facility

Significant Pedestrian Crossing
With No Accommodation

Poor Bicycle Connection
Poor Drainage
No ADA Ramps

Poor Trail Connection

Library
St Columbia
School
Durango High
School

Produced By: Alta Planning + Design
Created: June 2015
Data Source: City of Durango
Corridor Analysis Map
Segment C: 23rd Street - 26th Street

- Heavy Pedestrian Movement Across North Main Street
- Significant Pedestrian Crossing With No Accommodation
- Significant Pedestrian Crossing With No Accommodation
- Heavy Pedestrian Movement Across North Main Street
- High Vehicle Speeds Poor Yielding
- Poor Signal Timing
- No Bicycle Facility
- Significant Pedestrian Crossing With No Accommodation

North Main Avenue Corridor Mobility Study

Produced By: Alta Planning + Design
Created: June 2015
Data Source: City of Durango
Corridor Analysis Map
Segment D: 26th Street - 30th Street

- Heavy Pedestrian Movement Across North Main Street
- Connectivity Gap
- Driveway Conflict
- Alley in Poor Condition
- No Bicycle Facility
- High Vehicle Speeds Poor Yielding
- Poor Trail Connection to North Main Avenue
- Bike/Pedestrian Facility Gap

North Main Avenue Corridor Mobility Study

- Hotspot
- Traffic Light - Existing
- Transit Stop - Existing
- Bicycle Route - Existing
- Bicycle Lane - Existing
- Bicycle Sharrow - Existing
- Trail - Existing
- Transit Route - Existing
- Snow Removal Route - Existing

Produced By: Alta Planning + Design
Created: June 2015
Data Source: City of Durango
Corridor Analysis Map
Segment E: 30th St - 34th St

- North Main Avenue
- 31st Street
- 32nd Street
- 33rd Street
- Animas City Park
- Bike/Pedestrian Facility Gap
- No Bicycle Facility
- Trail Gap
- Vehicle Cut-Thru to Avoid 32nd Street Queue
- Area of Significant Modal Impacts
- School Crossing
  - No Pedestrian Signal
- Jaywalking
  - North Bound Right Turn Conflicts
- Poor Bicycle Connection
- Intersection Configuration
  - Poor Signal Timing
  - Poor Drainage
- Corridor Mobility Study
- Hotspot
- Traffic Light
- Transit Stop
- Bicycle Route
- Bicycle Lane
- Bicycle Sharrow
- Trail
- Transit Route
- Snow Removal Route

Produced By: Alta Planning + Design
Created: June 2015
Data Source: City of Durango

City of Durango
Corridor Mobility Study
3: Recommendations

3.1 Overview

Based on the corridor analysis and public input described in previous sections, this section presents proposed infrastructure improvements for specific segments within the study area. These recommended improvements are intended to make non-motorized access to and along North Main Avenue more comfortable and accessible for all age and ability levels and trip purposes. The intent of all the proposals in this plan are to improve safety for all mode users, as reflected in the vision for the North Main Avenue corridor in the Multi Modal Transportation Master Plan (MMTMP).

Each project has an ID, type (bicycle, intersection improvement, trail connection, etc.), description of the recommended improvements, funding source, importance, cost, and a number of criteria to help prioritize implementation. In addition, the project ID is related to a segment key map that shows the approximate location of each improvement. Projects listed (except where noted) are not funded, an appropriate funding source will need to be obtained for each project.

Infrastructure Improvements

Project information and ideas shown in the Infrastructure Recommendation Chart in section 3.4 were collected from various sources. Many of the proposed projects have roots within previous planning documents and stakeholder workshops during the May 2015 charrette. This list is also supplemented with projects suggested by citizens at the public open house held on May 3, 2015, which was a part of the charrette. Specific recommendations regarding removal or reconfiguration of access points to private property are not a part of this plan. Access is reviewed by the City and CDOT when properties redevelop, and this will continue to be the case. An Access Control Plan may be a next step in improving safety along the corridor.

The existing conditions evaluation discussed earlier in this report documents substandard infrastructure and facility gaps. The projects identified in this study mainly focus on pedestrian and bicycle mobility. Some of the improvements are specifically designed to address traffic and pedestrian safety around the schools during peak hours. Pullouts for the trolley along North Main Avenue are not feasible as there is not enough space in the existing right-of-way and current lane configurations. In general, a majority of the projects identified during the planning process fall into the following categories:

BICYCLE FACILITIES

Bicycle facilities can generally be grouped into two categories – conventional and low stress facilities. Conventional facilities like bike lanes and shared lane markings have been standard practice in the U.S. for many years. They provide dedicated or shared space for confident bicyclists who have experience riding next to traffic. The functionality of bike lanes through the corridor is supported by examples from the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide and studies from the Pedestrian and Bicycle Information Center (PBIC). Bike lanes are not used only to accommodate bike traffic, but also serve to buffer the sidewalk, slow traffic, and provide visual cues to drivers to be alert to other users. Narrowing lane widths to accommodate bike lanes is safe according to the American Association of State Highway and Transportation Officials (AASHTO) Green Book, A Policy on Geometric Design of Highways and Streets, 2011 and the National Cooperative Highway Research Program, Report 766. Both reports state for rural and urban arterials travel lanes between 10 and 12 feet in width are appropriate for streets with a bicycle lane. Narrower lanes will not result in any additional cut-through traffic through adjacent neighborhoods.

Both bicycle lanes and shared lane markings are recommended along North Main Avenue and throughout the adjacent neighborhoods to provide multi-modal connections to key destinations. At a minimum, bicycle lanes are the recommended bicycle facility for the North Main Corridor along US State Highway 550. Shared
lane markings are recommended on cross streets and on the adjacent North-South streets, and throughout the adjacent neighborhoods to provide multi-modal connections to key destinations.

On the other hand, low-stress facilities like cycle tracks and bicycle boulevards are fairly new practice in the United States. These types of facilities offer an exclusive or shared space for less confident bicyclists who don’t feel comfortable riding with traffic. A cycle track has been recommended as a future alternative along North Main Avenue, which would be more appropriate considering the current traffic volumes and speeds. Bollards for a cycle track would need to be maintained by the City. The bollards would need to be installed and removed annually after snow season and before the beginning of the snow season. On parallel streets, where vehicle speeds and traffic volumes are considerably lower, bicycle boulevards have been recommended to capture bicyclists of all ages and abilities (See recommendations maps for specific locations).

PEDESTRIAN IMPROVEMENTS

Perhaps no-access improvements offer a greater immediate return on investment than pedestrian improvements for North Main Avenue. In addition to straight-forward hardscape mobility improvements (comfortable sidewalks, curb ramps, and crosswalks, etc.) compliant with ADA regulations, steps should be taken to emphasize pedestrian measures in the areas adjacent to the corridor. Softer elements like streetscape, landscape buffers, and other placemaking elements will make the corridor more comfortable and enjoyable for pedestrians looking to access destinations found along North Main Avenue. Standard eight foot sidewalks (City of Durango Standard for a Major Arterial), ADA ramps at intersections, grade-separated and mid-block crossings are all recommendations identified to aid nonmotorized mobility in the North Main Avenue corridor. The potential for grade-separated crossings as pedestrian improvements would be beneficial in the corridor.
3.2 Recommended Cross Sections

Recommended cross sections are included in this plan to illustrate the infrastructure improvements along the corridor. The cross sections depict different approaches to achieving a complete street environment along the corridor. The two widths found along the corridor are an 80 foot right-of-way and an 100 foot right-of-way. Visually depicting the widths for sidewalks, bike lanes, travel lanes and medians allows the public to better understand the changes in the available space within the right-of-way and within the existing curb-to-curb dimension. For all cross sections, dark skies compliant street lighting is recommended throughout the corridor.

1. 68 FOOT TYPICAL SECTION WITH BICYCLE LANES AND MODIFIED STREET LIGHT LOCATIONS

This cross section can be implemented within the corridor’s existing conditions. A Two-Way Left Turn Lane (TWLTL) is a median treatment on roadways that allows left turns from both directions.

2. 76 FOOT TYPICAL SECTION WITH PROTECTED BICYCLE LANES, MODIFIED CURB

This section is a future condition and would require modification of all curblines within the corridor. To protect pedestrians and bicyclists a low height median barrier with pedestrian railing to separate the path from the roadway, except where crossings are allowed, may be considered. A TWLTL is recommended to allow left turns from both directions.
3. RECTANGULAR RAPID FLASHING BEACON (RRFB) MID-BLOCK CROSSING

This is proposed at 19th Street and 30th Street intersections and can be implemented within the corridors existing conditions. When implementing, RRFBs, remove the crosswalk markings on the other side of the intersection to drive people to the signalized crosswalk.

4. BICYCLE LANE AND GATEWAY CROSS-SECTION

This improvement is proposed near the intersection of Animas View Drive and North Main Avenue and can be implemented within the corridors existing conditions.
5. 12 FOOT SHARED-USE PATH TYPICAL SECTION
MODIFIED ANIMAS RIVER BRIDGE
This recommended improvement fits within the existing roadway dimensions. However, a structural engineering study needs to be completed to verify the construction feasibility.

3.3 Intersection Concept Designs
In conjunction with planned CDOT improvements and a Transportation Alternatives Program (TAP) grant the City of Durango received for ADA improvements, the following intersection concepts were developed to provide ideas on enhancing bicycle and pedestrian conditions at the intersections of 19th Street, 22nd Street and 32nd Street. These drawings are conceptual in nature and will need refinement as survey becomes available and design drawings are finalized. These concepts can also be applied at the intersections of 14th Street, 17th Street, 24th Street, 25th Street and 27th Street for future intersection improvements. Especially 24th Street and 27th Street, as high volume school routes.
19th Street Intersection Concept

- Reduce travel lane widths on North Main Avenue to accommodate northbound and southbound bike lanes.
- Revise 19th Street lane configuration to provide designated bike lanes crossing North Main Avenue.
- Construct pedestrian refuge on south side of intersection to accommodate a two-stage pedestrian crossing and added safety for pedestrians.
- Create a shared left-thru lane on the northbound approach.
- Install solar-powered Rectangular Rapid Flashing Beacon to assist pedestrians and bring awareness to drivers (see recommended cross section 3 on p. 3-4).
- Install accessible ramps on all four corners, preferably two per corner when possible.

![19th Street Intersection Concept Diagram](image)
22nd Street Intersection Concept

- Reduce travel lane widths on North Main Avenue to accommodate northbound and southbound bike lanes.
- Repurpose the 22nd Street cross-section to accommodate one vehicle lane and a bicycle lane in each direction.
- Adjust the signal timings to provide leading pedestrian intervals for school children crossing North Main Avenue.
- Install perpendicular accessible ramps on all four corners.

![22nd Street Intersection Concept](image-url)
32nd Street Intersection Concept

- Reduce travel lane widths on North Main Avenue to accommodate northbound and southbound bike lanes.
- Widen the westbound approach to provide dual left turn lanes and a shared thru-right bay, eliminate split-phase timing.
- Widen the north side of the west approach to accommodate the new westbound shared thru-right bay.
- Create a median south of the intersection by restricting the shopping center entrance to prevent left turns leaving the center and installing a raised median.
- Bicycles and right turning vehicles are to share the right turn bay on the northbound approach. Paint sharrows on right turn bay on the northbound approach since bicycles and vehicles will be sharing the lane. If right-of-way exists, allow for bike lane rather than shared lane on northbound approach. Perhaps insert bike box.
- Review and adjust signal timings for slower pedestrians. Investigate triangular yield islands to shorten crossing distance.
- Install perpendicular accessible ramps on all four corners.
- Consider longer median to eliminate southbound left turns into City Market and further discourage jaywalking.
3.4 Infrastructure Recommendation Maps and Chart

Terms Defined:

**Importance**: is defined as how vital it is to implement the project to enhance mobility on the corridor (high, medium and low).

**Timeframe**: defined as when the project should be implemented (short - 1-5 years, medium - 6-10 years, long - 11+ years).

**Complexity**: defined as how difficult/complex it would be to implement the project (high - many constraints, medium - some constraints, low - few constraints).
<table>
<thead>
<tr>
<th>Segment</th>
<th>Project ID</th>
<th>Project Name/Segment</th>
<th>Project Type</th>
<th>Recommendation</th>
<th>Potential Funding Source(s)</th>
<th>Importance</th>
<th>Implementation Timeline</th>
<th>Complexity</th>
<th>Partners</th>
<th>MMTMP Tier</th>
</tr>
</thead>
<tbody>
<tr>
<td>A 1</td>
<td></td>
<td>14th St. Intersection/Railroad Crossing</td>
<td>Intersection Sidewalk</td>
<td>1) Construct new 8’ wide sidewalks (east and west sides) and improve pedestrian crossing of railroad tracks; 2) Adjust signal phasing to remove conflict between Southbound right turning vehicles and pedestrians.</td>
<td>TAP/CDOT/City</td>
<td>high</td>
<td>1-5 years</td>
<td>high</td>
<td>Railroad/CDOT</td>
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<td></td>
<td>North Main Avenue - 14th St. to 18th St.</td>
<td>Bicycle</td>
<td>Add 6’ Northbound and Southbound bicycle lanes along North Main Avenue. Work with CDOT to reduce lane widths and restripe North Main Avenue to include bicycle lanes.</td>
<td>City/CDOT</td>
<td>high</td>
<td>1-5 years</td>
<td>low</td>
<td>CDOT</td>
<td>1</td>
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<tr>
<td>A 3</td>
<td></td>
<td>14th St. Intersection - ADA Ramp Improvements</td>
<td>Pedestrian</td>
<td>Install ADA ramps at all non compliant corners.</td>
<td>CDOT/City</td>
<td>high</td>
<td>1-5 years</td>
<td>low</td>
<td>CDOT</td>
<td>1</td>
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<td>A 4</td>
<td></td>
<td>North Main Avenue (East Side) - 14th St. to 15th St.</td>
<td>Sidewalk</td>
<td>Upgrade sidewalks to 8’ width per City standard for major arterials.</td>
<td>TAP</td>
<td>high</td>
<td>6-10 years</td>
<td>high</td>
<td>ROW/Private Property</td>
<td>1</td>
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<tr>
<td>A 5</td>
<td></td>
<td>North Main Avenue (West Side) - 15th St. to Animas River</td>
<td>Sidewalk/Streetscape</td>
<td>Upgrade sidewalks to 8’ width per City standard for major arterials; Add landscape strip per City standards.</td>
<td>TAP/CDOT/City</td>
<td>medium</td>
<td>6-10 years</td>
<td>high</td>
<td>ROW/Private Property</td>
<td>1</td>
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<tr>
<td>A 6</td>
<td></td>
<td>North Main Avenue (East Side) - 15th St. to Animas River</td>
<td>Sidewalk/Streetscape</td>
<td>Upgrade sidewalks to 8’ width per City standard for major arterial; Add landscape strip per City standards.</td>
<td>TAP/CDOT/City</td>
<td>medium</td>
<td>6-10 years</td>
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<td></td>
<td>Animas River Trail (ART) Connection</td>
<td>Trail Connection</td>
<td>Improve connection from ART to North Main Avenue along east and west side.</td>
<td>GOCO</td>
<td>low</td>
<td>11+ years</td>
<td>high</td>
<td>ROW/Private Property</td>
<td>1</td>
</tr>
<tr>
<td>A 8</td>
<td></td>
<td>Animas River Bridge - North Main Avenue</td>
<td>Sidewalk</td>
<td>As redevelopment occurs, upgrade sidewalks to 8’ width per City standard for major arterials - reduce/remove center two way left turn lane to gain room for increased sidewalk widths.</td>
<td>TAP/CDOT/City</td>
<td>medium</td>
<td>6-10 years</td>
<td>high</td>
<td>ROW/Private Property</td>
<td>1</td>
</tr>
<tr>
<td>A 9</td>
<td></td>
<td>North Main Avenue (West Side) - Animas River to Park Avenue</td>
<td>Sidewalk/Streetscape</td>
<td>Upgrade sidewalks to 8’ City standard for major arterial.</td>
<td>TAP/CDOT</td>
<td>low</td>
<td>11+ years</td>
<td>high</td>
<td>ROW/Private Property</td>
<td>1</td>
</tr>
<tr>
<td>A 10</td>
<td></td>
<td>North Main Avenue (East Side) - Animas River to Park Avenue</td>
<td>Sidewalk/Streetscape</td>
<td>Upgrade sidewalks to 8’ width per City standard for major arterial; Add landscape strip per City standards.</td>
<td>TAP</td>
<td>low</td>
<td>6-10 years</td>
<td>medium</td>
<td>ROW/Private Property</td>
<td>1</td>
</tr>
<tr>
<td>A 11</td>
<td></td>
<td>E Park Avenue - 17th Avenue</td>
<td>Bicycle</td>
<td>Add bicycle lanes on 17th Avenue and E. Park Avenue to facilitate a safer crossing of North Main Avenue and better connections to the Animas River Trail and E. 2nd Avenue Bikeway.</td>
<td>City</td>
<td>medium</td>
<td>1-5 years</td>
<td>low</td>
<td>CDOT agreement</td>
<td>2</td>
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</table>
## Proposed Infrastructure Improvements

<table>
<thead>
<tr>
<th>Segment</th>
<th>Project ID</th>
<th>Project Name/Segment</th>
<th>Project Type</th>
<th>Recommendation</th>
<th>Potential Funding Source(s)</th>
<th>Importance</th>
<th>Implementation Timeline</th>
<th>Complexity</th>
<th>Partners</th>
<th>MMTMP Tier</th>
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<tr>
<td>A</td>
<td>12</td>
<td>North Main Avenue. (West Side) - 17th St. to 18th</td>
<td>Sidewalk/ Streetscape</td>
<td>As redevelopment occurs, upgrade sidewalks to 8' width per City standard for major arterials where sidewalk is substandard; Add landscape strip per City standards.</td>
<td>CDOT/City</td>
<td>medium</td>
<td>11+</td>
<td>high</td>
<td>ROW/Private Property</td>
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<td>A</td>
<td>13</td>
<td>North Main Avenue. (East Side) - 17th St. to 18th</td>
<td>Sidewalk/ Streetscape</td>
<td>As redevelopment occurs, upgrade sidewalks to 8' width per City standard for major arterials where sidewalk is substandard; Add landscape strip per City standards.</td>
<td>CDOT/City</td>
<td>medium</td>
<td>11+</td>
<td>high</td>
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<tr>
<td>A</td>
<td>14</td>
<td>17th St. Intersection Improvements</td>
<td>ADA ramps</td>
<td>Upgrade/Install ADA ramps at all non compliant corners.</td>
<td>TAP/CDOT/City</td>
<td>high</td>
<td>1-5 years</td>
<td>medium</td>
<td>ROW/Private Property</td>
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<td>A</td>
<td>15</td>
<td>18th St. Intersection Improvements</td>
<td>ADA ramps</td>
<td>Upgrade/Install ADA ramps at all non compliant corners.</td>
<td>TAP/CDOT/City</td>
<td>high</td>
<td>1-5 years</td>
<td>medium</td>
<td>ROW/Private Property</td>
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<td>Project Name/Segment</td>
<td>Project Type</td>
<td>Recommendation</td>
<td>Potential Funding Source(s)</td>
<td>Importance</td>
<td>Implementation Timeline</td>
<td>Complexity</td>
<td>Partners</td>
<td>MMTMP Tier</td>
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<tr>
<td>B</td>
<td>1</td>
<td>North Main Avenue. - 18th St. to 23rd St.</td>
<td>Bicycle</td>
<td>Add 6 Northbound and Southbound bicycle lanes along North Main Avenue - Work with CDOT to reduce lane widths and restripe North Main Avenue to include bicycle lanes.</td>
<td>CDOT</td>
<td>high</td>
<td>1-5 years</td>
<td>low</td>
<td>CDOT</td>
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<tr>
<td>B</td>
<td>2, 6, 8, 10</td>
<td>North Main Avenue. (West Side) - 18th St. to 22nd St.</td>
<td>Sidewalk/ Streetscape</td>
<td>As redevelopment occurs, upgrade sidewalks to 8' width per City standard for major arterials where sidewalk is substandard; Add landscape strip per City standards.</td>
<td>TAP/CDOT/City</td>
<td>high</td>
<td>6-10 years</td>
<td>medium</td>
<td>ROW/Private Property</td>
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<tr>
<td>B</td>
<td>3, 7, 9, 11</td>
<td>North Main Avenue. (East Side) - 18th St. to 22nd St.</td>
<td>Sidewalk/ Streetscape</td>
<td>Upgrade sidewalks to 8' width per City standard for major arterials where sidewalk is substandard; Add landscape strip per City standards.</td>
<td>TAP/CDOT/City</td>
<td>high</td>
<td>6-10 years</td>
<td>medium</td>
<td>ROW/Private Property</td>
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<tr>
<td>B</td>
<td>4</td>
<td>19th St. East and West</td>
<td>Bicycle</td>
<td>1) Add bicycle lanes on 19th Street east of North Main Avenue to connect to library; 2) Add sharrows on 19th Street west of North Main Avenue to connect to E. 2nd Avenue bikeway.</td>
<td>City</td>
<td>high</td>
<td>1-5 years</td>
<td>low</td>
<td>NA</td>
<td>1</td>
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<tr>
<td>B</td>
<td>5</td>
<td>19th St. Intersection/Midblock Crossing</td>
<td>Intersection</td>
<td>(See Detail - Page 21)</td>
<td>TAP/CDOT/City</td>
<td>high</td>
<td>1-5 years</td>
<td>medium</td>
<td>ROW/Private Property</td>
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<tr>
<td>B</td>
<td>12</td>
<td>22nd St. Intersection</td>
<td>Intersection</td>
<td>(See Detail - Page 22)</td>
<td>TAP/CDOT/City</td>
<td>high</td>
<td>1-5 years</td>
<td>medium</td>
<td>ROW/Private Property</td>
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<tr>
<td>B</td>
<td>13</td>
<td>Animas River Trail (ART) Connection</td>
<td>Bicycle lane/ wayfinding</td>
<td>Improve Connection to ART from E. 2nd Avenue bike-way; provide wayfinding signs at specific locations.</td>
<td>TAP/CDOT/City</td>
<td>high</td>
<td>1-5 years</td>
<td>low</td>
<td>NA</td>
<td>2</td>
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<tr>
<td>B</td>
<td>14</td>
<td>22nd St. East and West</td>
<td>Bicycle</td>
<td>Stripe bicycle lane connections to North Main Avenue.</td>
<td>City</td>
<td>medium</td>
<td>1-5 years</td>
<td>low</td>
<td>NA</td>
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<tr>
<td>B</td>
<td>15</td>
<td>North Main Avenue. (West Side) - 22nd St. to Brookside Park</td>
<td>Sidewalk/ Streetscape</td>
<td>As redevelopment occurs, upgrade sidewalks to 8' width per City standard for major arterials where sidewalk is substandard; Add landscape strip per City standards.</td>
<td>TAP/CDOT/City</td>
<td>high</td>
<td>6-10 years</td>
<td>medium</td>
<td>ROW/Private Property</td>
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<tr>
<td>B</td>
<td>16</td>
<td>North Main Avenue. (East Side) - 22nd St. to Durango High School</td>
<td>Sidewalk/ Streetscape</td>
<td>As redevelopment occurs, upgrade sidewalks to 8' width per City standard for major arterials where sidewalk is substandard; Add landscape strip per City standards.</td>
<td>TAP/CDOT/City</td>
<td>high</td>
<td>6-10 years</td>
<td>medium</td>
<td>ROW/Private Property</td>
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<tr>
<td>B</td>
<td>17</td>
<td>North Main Avenue. - Diverter Island (right-in, right-out)</td>
<td>Diverter Island</td>
<td>Install diverter island (right-in, right-out)</td>
<td>TAP/CDOT/City</td>
<td>medium</td>
<td>6-10 years</td>
<td>low</td>
<td>CDOT approval</td>
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<tr>
<td>B</td>
<td>18</td>
<td>North Main Avenue. - Underpass</td>
<td>Creek Underpass</td>
<td>Install a bicycle and pedestrian underpass.</td>
<td>TAP/CDOT/City</td>
<td>medium</td>
<td>6-10 years</td>
<td>high</td>
<td>ROW/Private Property</td>
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Recommendation Project Map
Segment C: 23rd Street - 26th Street

North Main Avenue
Corridor Mobility Study
<table>
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<th>Project ID</th>
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<th>Project Type</th>
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<th>Partners</th>
<th>MMTMP Tier</th>
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<tr>
<td>C 1</td>
<td>1</td>
<td>North Main Avenue - 23rd St. to 26th St.</td>
<td>Bicycle lane</td>
<td>Add 6 Northbound and Southbound bicycle lanes along North Main Avenue - Work with CDOT to reduce lane widths and restripe North Main Avenue to include bicycle lanes.</td>
<td>CDOT</td>
<td>high</td>
<td>1-5 years</td>
<td>low</td>
<td>CDOT</td>
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<tr>
<td>C 2</td>
<td>2</td>
<td>North Main Avenue. (West Side) - 23rd St. to 24th St.</td>
<td>Sidewalk/ Streetscape</td>
<td>As redevelopment occurs, upgrade sidewalks to 8’ width per City standard for major arterials where sidewalk is substandard; Add landscape strip per City standards.</td>
<td>TAP/CDOT/City</td>
<td>high</td>
<td>6-10 years</td>
<td>medium</td>
<td>ROW/Private Property</td>
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<tr>
<td>C 3</td>
<td>3</td>
<td>26th St. Overpass/ Underpass</td>
<td>Sidewalk/ Streetscape</td>
<td>Cul de sac or dead end 26th Street at North Main Avenue; Install an underpass/overpass.</td>
<td>TAP/CDOT/City</td>
<td>high</td>
<td>1-5 years</td>
<td>high</td>
<td>ROW/CDOT</td>
<td>3</td>
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<tr>
<td>C 4</td>
<td>4</td>
<td>24th St. East and West</td>
<td>Pedestrian</td>
<td>Improve signal timing to provide a longer pedestrian phase due to high pedestrian volumes.</td>
<td>CDOT</td>
<td>high</td>
<td>1-5 years</td>
<td>medium</td>
<td>CDOT</td>
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<tr>
<td>C 5</td>
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<td>North Main Avenue. (West Side) - 24th St. to 25th St.</td>
<td>Sidewalk/ Streetscape</td>
<td>As redevelopment occurs, upgrade sidewalks to 8’ width per City standard for major arterials where sidewalk is substandard; Add landscape strip per City standards.</td>
<td>TAP/CDOT/City</td>
<td>high</td>
<td>6-10 years</td>
<td>medium</td>
<td>ROW/Private Property</td>
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<tr>
<td>C 6</td>
<td>6</td>
<td>25th St. Intersection</td>
<td>Intersection</td>
<td>Improve signal timing. Install raised pedestrian island and speed tables. Add a dedicated west-bound left turn lane.</td>
<td>TAP/CDOT/City</td>
<td>low</td>
<td>6-10 years</td>
<td>medium</td>
<td>CDOT</td>
<td>2</td>
</tr>
<tr>
<td>C 7</td>
<td>7</td>
<td>25th St. East and West</td>
<td>Pedestrian</td>
<td>Improve signal timing to provide a longer pedestrian phase due to high pedestrian volumes.</td>
<td>CDOT</td>
<td>medium</td>
<td>1-5 years</td>
<td>low</td>
<td>CDOT</td>
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<td>C 8</td>
<td>8</td>
<td>North Main Avenue. (West Side) - 25th St.</td>
<td>Sidewalk/ Streetscape</td>
<td>As redevelopment occurs, upgrade sidewalks to 8’ width per City standard for major arterials where sidewalk is substandard; Add landscape strip per City standards.</td>
<td>TAP/CDOT/City</td>
<td>high</td>
<td>6-10 years</td>
<td>medium</td>
<td>ROW/Private Property</td>
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<tr>
<td>C 9</td>
<td>9</td>
<td>North Main Avenue. (West Side) - 26th to 27th St.</td>
<td>Sidewalk/ Streetscape</td>
<td>As redevelopment occurs, upgrade sidewalks to 8’ width per City standard for major arterials where sidewalk is substandard; Add landscape strip per City standards.</td>
<td>TAP/CDOT/City</td>
<td>high</td>
<td>6-10 years</td>
<td>medium</td>
<td>ROW/Private Property</td>
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</tbody>
</table>
Recommendation Project Map
Segment D: 26th Street - 30th Street

North Main Avenue Corridor Mobility Study

Intersection Improvement
Pedestrian Improvement
Bicycle Route - Existing
Bicycle Lane - Existing
Bicycle Sharrow - Existing
Trail - Existing
Trail Connection Improvement
Vegetation Improvement
Crosswalk Improvement
Transit Route - Existing
Snow Removal Route - Existing
Traffic Light - Existing
Transit Stop - Existing

Produced By: Alta Planning + Design
Created: June 2015
Data Source: City of Durango
<table>
<thead>
<tr>
<th>Segment</th>
<th>Project ID</th>
<th>Project Name/Segment</th>
<th>Project Type</th>
<th>Recommendation</th>
<th>Potential Funding Source(s)</th>
<th>Importance</th>
<th>Implementation Timeline</th>
<th>Complexity</th>
<th>Partners</th>
<th>MMTMP Tier</th>
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<tbody>
<tr>
<td>D 1</td>
<td></td>
<td>North Main Avenue - 26th St. to 30th St.</td>
<td>Bicycle</td>
<td>Add 6’ Northbound and Southbound bicycle lanes along North Main Avenue - Work with CDOT to reduce lane widths and restripe North Main Avenue to include bicycle lanes.</td>
<td>CDOT</td>
<td>high</td>
<td>1-5 years</td>
<td>low</td>
<td>CDOT</td>
<td>1</td>
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<tr>
<td>D 2</td>
<td></td>
<td>North Main Avenue. (West Side) - 26th to 27th St.</td>
<td>Sidewalk/Streetscape</td>
<td>As redevelopment occurs, upgrade sidewalks to 8’ width per City standard for major arterials where sidewalk is substandard; Add landscape strip per City standards.</td>
<td>TAP/CDOT/City</td>
<td>high</td>
<td>6-10 years</td>
<td>medium</td>
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<td>D 3</td>
<td></td>
<td>27th St. Intersection</td>
<td>Intersection</td>
<td>Improve signal timing for pedestrians. Install raised pedestrian island and speed tables. Add a dedicated west-bound left turn lane.</td>
<td>TAP/CDOT/City</td>
<td>low</td>
<td>6-10 years</td>
<td>medium</td>
<td>CDOT</td>
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<td>D 4</td>
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<td>27th St. East and West</td>
<td>Pedestrian</td>
<td>Work with CDOT to provide a longer pedestrian signal phase due to high pedestrian volumes.</td>
<td>CDOT</td>
<td>high</td>
<td>1-5 years</td>
<td>medium</td>
<td>CDOT</td>
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<tr>
<td>D 5</td>
<td></td>
<td>Animas River Trail (ART) Connection</td>
<td>Trail Connection</td>
<td>Improve connection through recreation center parking lot to ART and improve wayfinding.</td>
<td>City</td>
<td>medium</td>
<td>1-5 years</td>
<td>low</td>
<td>NA</td>
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<tr>
<td>D 6</td>
<td></td>
<td>Alley - 27th St. to 29th St.</td>
<td>Bicycle</td>
<td>Improve alley surface to better accommodate bicycle use.</td>
<td>City</td>
<td>high</td>
<td>1-5 years</td>
<td>low</td>
<td>NA</td>
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<tr>
<td>D 7</td>
<td></td>
<td>2nd Avenue - 28th St. to 29th St.</td>
<td>Bicycle/Pedestrian</td>
<td>Connect 2nd Avenue for bicycle and pedestrian use.</td>
<td>City</td>
<td>low</td>
<td>11+ years</td>
<td>medium</td>
<td>ROW/Private Property</td>
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<td>D 8</td>
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<td>North Main Avenue. (West Side) - 29th St.</td>
<td>Sidewalk/Streetscape</td>
<td>As redevelopment occurs, upgrade sidewalks to 8’ width per City standard for major arterials where sidewalk is substandard; Add landscape strip per City standards.</td>
<td>TAP/CDOT/City</td>
<td>high</td>
<td>6-10 years</td>
<td>medium</td>
<td>ROW/Private Property</td>
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<td>D 9</td>
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<td>North Main Avenue (East Side) - 29th St.</td>
<td>Sidewalk/Streetscape</td>
<td>As redevelopment occurs, upgrade sidewalks to 8’ width per City standard for major arterials where sidewalk is substandard; Add landscape strip per City standards.</td>
<td>TAP/CDOT/City</td>
<td>high</td>
<td>6-10 years</td>
<td>medium</td>
<td>ROW/Private Property</td>
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<tr>
<td>D 10</td>
<td></td>
<td>2nd Avenue. Bicycle Boulevard - Recreation Center to 31st St.</td>
<td>Bicycle</td>
<td>Install bicycle boulevard.</td>
<td>City</td>
<td>high</td>
<td>1-5 years</td>
<td>low</td>
<td>NA</td>
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<tr>
<td>D 11</td>
<td></td>
<td>10th St. Crossing - North Main Avenue.</td>
<td>Pedestrian</td>
<td>Install RRFB, ADA ramps and construct pedestrian refuge island with vegetation.</td>
<td>CDOT/City</td>
<td>high</td>
<td>1-5 years</td>
<td>low</td>
<td>CDOT</td>
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<td>D 12</td>
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<td>North Main Avenue. (West Side) - 30th to 31st St.</td>
<td>Sidewalk/Streetscape</td>
<td>As redevelopment occurs, upgrade sidewalks to 8’ width per City standard for major arterials where sidewalk is substandard; Add landscape strip per City standards.</td>
<td>TAP/CDOT/City</td>
<td>high</td>
<td>6-10 years</td>
<td>medium</td>
<td>ROW/Private Property</td>
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<tr>
<td>D 13</td>
<td></td>
<td>North Main Avenue. (East Side) - 30th to 31st St.</td>
<td>Sidewalk/Streetscape</td>
<td>As redevelopment occurs, upgrade sidewalks to 8’ width per City standard for major arterials where sidewalk is substandard; Add landscape strip per City standards.</td>
<td>TAP/CDOT/City</td>
<td>high</td>
<td>6-10 years</td>
<td>medium</td>
<td>ROW/Private Property</td>
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<td>Recommendation</td>
<td>Potential Funding Source(s)</td>
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<td>Implementation Timeline</td>
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<td>MMTMP Tier</td>
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<tr>
<td>E 1</td>
<td>North Main Avenue - 20th St. to 30th St.</td>
<td>Bicycle</td>
<td>Add 6 Northbound and Southbound bicycle lanes along North Main Avenue. Work with CDOT to reduce lane widths and restripe North Main Avenue to include bicycle lanes.</td>
<td>CDOT</td>
<td>High</td>
<td>1-5 years</td>
<td>Low</td>
<td>CDOT</td>
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<tr>
<td>E 2</td>
<td>North Main Avenue. (West Side) - 30th to 31st St.</td>
<td>Sidewalk/Streetscape</td>
<td>As redevelopment occurs, upgrade sidewalks to 8' width per City standard for major arterials where sidewalk is substandard. Add landscape strip per City standards.</td>
<td>TAP/CDOT/City</td>
<td>High</td>
<td>6-10 years</td>
<td>Medium</td>
<td>ROW/Private Property</td>
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<tr>
<td>E 3</td>
<td>North Main Avenue. (East Side) - 30th to 31st.</td>
<td>Sidewalk/Streetscape</td>
<td>As redevelopment occurs, upgrade sidewalks to 8' width per City standard for major arterials where sidewalk is substandard. Add landscape strip per City standards.</td>
<td>TAP/CDOT/City</td>
<td>High</td>
<td>6-10 years</td>
<td>Medium</td>
<td>ROW/Private Property</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>E 4</td>
<td>2nd Avenue. Bicycle Boulevard - Recreation Center to 31st St.</td>
<td>Bicycle</td>
<td>Install bicycle boulevard.</td>
<td>City</td>
<td>High</td>
<td>1-5 years</td>
<td>Low</td>
<td>NA</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>E 5</td>
<td>Animas River Trail (ART) Connection Bridge</td>
<td>Bicycle/Pedestrian Bridge</td>
<td>ART Bridge connection over Animas River.</td>
<td>GOCO</td>
<td>Medium</td>
<td>11+ years</td>
<td>Medium</td>
<td>Environmental</td>
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</tr>
<tr>
<td>E 6</td>
<td>North Main Avenue. (West Side) - 31st St.</td>
<td>Sidewalk/Streetscape</td>
<td>As redevelopment occurs, upgrade sidewalks to 8' width per City standard for major arterials where sidewalk is substandard. Add landscape strip per City standards.</td>
<td>TAP/CDOT/City</td>
<td>High</td>
<td>6-10 years</td>
<td>Medium</td>
<td>ROW/Private Property</td>
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<td>E 7</td>
<td>North Main Avenue. (East Side) - 31st St.</td>
<td>Sidewalk/Streetscape</td>
<td>As redevelopment occurs, upgrade sidewalks to 8' width per City standard for major arterials where sidewalk is substandard. Add landscape strip per City standards.</td>
<td>TAP/CDOT/City</td>
<td>High</td>
<td>6-10 years</td>
<td>Medium</td>
<td>ROW/Private Property</td>
<td>1</td>
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</tr>
<tr>
<td>E 8</td>
<td>North Main Avenue. Median - 31st St. - 32nd St</td>
<td>Center Landscape Median</td>
<td>Construct center landscape median to enhance safe automobile turning movements.</td>
<td>CDOT/City</td>
<td>Medium</td>
<td>6-10 years</td>
<td>Medium</td>
<td>CDOT/Business Owners</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>E 9</td>
<td>32nd St. Intersection</td>
<td>Intersection</td>
<td>(See Detail - Page 23)</td>
<td>CDOT/City</td>
<td>Medium</td>
<td>6-10 years</td>
<td>Medium</td>
<td>City/CDOT/Drainage</td>
<td>1</td>
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<td>E 10</td>
<td>32nd St. East and West</td>
<td>Bicycle/Pedestrian</td>
<td>Improve pedestrian and bicycle connectivity and mobility to North Main Avenue.</td>
<td>City</td>
<td>High</td>
<td>6-10 years</td>
<td>Medium</td>
<td>City/Business Owners</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>E 11</td>
<td>32nd Street Bike/Pedestrian Bridge</td>
<td>Bicycle/Pedestrian Bridge</td>
<td>Construct bike/pedestrian bridge over 32nd St.</td>
<td>City/GOCO</td>
<td>Low</td>
<td>6-10 years</td>
<td>High</td>
<td>City</td>
<td>1</td>
<td></td>
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<td>Project ID</td>
<td>Project Name/Segment</td>
<td>Project Type</td>
<td>Recommendation</td>
<td>Potential Funding Source(s)</td>
<td>Importance</td>
<td>Implementation Timeline</td>
<td>Complexity</td>
<td>Partners</td>
<td>MMTMP Tier</td>
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<tr>
<td>E</td>
<td>12</td>
<td>North Main Avenue. (East Side) - 32nd</td>
<td>Sidewalk/Vegetation</td>
<td>As redevelopment occurs, upgrade sidewalks to 8' width per City standard for major arterials where sidewalk is substandard; Add landscape strip per City standards.</td>
<td>TAP/CDOT/City</td>
<td>high</td>
<td>6-10 years</td>
<td>medium</td>
<td>ROW/Private Property</td>
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<tr>
<td>E</td>
<td>13</td>
<td>North Main Avenue. (West Side) - 32nd to 33rd St.</td>
<td>Sidewalk/Streetscape</td>
<td>As redevelopment occurs, upgrade sidewalks to 8' width per City standard for major arterials where sidewalk is substandard; Add landscape strip per City standards.</td>
<td>TAP/CDOT/City</td>
<td>high</td>
<td>6-10 years</td>
<td>medium</td>
<td>ROW/Private Property</td>
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<tr>
<td>E</td>
<td>14</td>
<td>North Main Avenue. (West Side) - 33rd to 35th St.</td>
<td>Sidewalk/Streetscape</td>
<td>As redevelopment occurs, upgrade sidewalks to 8' width per City standard for major arterials where sidewalk is substandard; Add landscape strip per City standards.</td>
<td>TAP/CDOT/City</td>
<td>high</td>
<td>6-10 years</td>
<td>medium</td>
<td>ROW/Private Property</td>
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<td>E</td>
<td>15</td>
<td>North Main Avenue. (East Side) - 33rd</td>
<td>Sidewalk/Streetscape</td>
<td>As redevelopment occurs, upgrade sidewalks to 8' width per City standard for major arterials where sidewalk is substandard; Add landscape strip per City standards.</td>
<td>TAP/CDOT/City</td>
<td>high</td>
<td>6-10 years</td>
<td>medium</td>
<td>ROW/Private Property</td>
<td>1</td>
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<tr>
<td>E</td>
<td>16</td>
<td>Animas River Trail (ART) Animas City Park Trail Extension</td>
<td>Trail Connection</td>
<td>Extend trail from 33rd St. to the north.</td>
<td>99 1/2 cent GOCO</td>
<td>High</td>
<td>1-5 years</td>
<td>medium</td>
<td>ROW/Private Property</td>
<td>2</td>
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</tbody>
</table>
Recommendation Project Map
Segment F: 33rd St - Animas View Dr

North Main Avenue
Corridor Mobility Study

North Earl Street
Animas View Drive
Pioneer Park

Intersection Improvement
Pedestrian Improvement
Bicycle Improvement
Trail Connection Improvement
Vegetation Improvement
Crosswalk Improvement
Bicycle Route - Existing
Bicycle Lane - Existing
Bicycle Sharrow - Existing
Trail - Existing
Transit Route - Existing
Snow Removal Route - Existing
Traffic Light - Existing
Transit Stop - Existing

Produced By: Alta Planning + Design
Created: June 2015
Data Source: City of Durango
## Proposed Infrastructure Improvements

<table>
<thead>
<tr>
<th>Segment</th>
<th>Project ID</th>
<th>Project Name/Segment</th>
<th>Project Type</th>
<th>Recommendation</th>
<th>Potential Funding Source(s)</th>
<th>Importance</th>
<th>Implementation Timeline</th>
<th>Complexity</th>
<th>Partners</th>
<th>MMTMP Tier</th>
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<tbody>
<tr>
<td>F 1</td>
<td>1</td>
<td>North Main Avenue - 33rd St. to Animas View Dr.</td>
<td>Bicycle</td>
<td>Add 6 Northbound and Southbound bicycle lanes along North Main Avenue - Work with CDOT to reduce lane widths and restripe North Main Avenue to include bicycle lanes.</td>
<td>CDOT</td>
<td>high</td>
<td>1-5 years</td>
<td>low</td>
<td>CDOT</td>
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<td>F 2</td>
<td>2</td>
<td>North Main Avenue. (West Side) - 33rd to 35th St.</td>
<td>Sidewalk/ Streetscape</td>
<td>As redevelopment occurs, upgrade sidewalks to 8’ width per City standard for major arterials where sidewalk is substandard; Add landscape strip per City standards.</td>
<td>TAP/CDOT/City</td>
<td>high</td>
<td>6-10 years</td>
<td>medium</td>
<td>ROW/Private Property</td>
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<td>F 3</td>
<td>3</td>
<td>North Main Avenue. (East Side) - near 35th St.</td>
<td>Sidewalk</td>
<td>As redevelopment occurs, upgrade sidewalks to 8’ width per City standard for major arterials where sidewalk is substandard.</td>
<td>TAP/CDOT/City</td>
<td>high</td>
<td>6-10 years</td>
<td>medium</td>
<td>ROW/Private Property</td>
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</tr>
<tr>
<td>F 4</td>
<td>4</td>
<td>35th Street Intersection</td>
<td>Intersection</td>
<td>Install HAWK signal and upgrade crosswalk.</td>
<td>CDOT/City</td>
<td>medium</td>
<td>6-10 years</td>
<td>low</td>
<td>CDOT</td>
<td>1</td>
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<tr>
<td>F 5</td>
<td>5</td>
<td>13th Street/Earl St./36th Bicycle Boulevard</td>
<td>Bicycle</td>
<td>Install bicycle boulevard.</td>
<td>City</td>
<td>high</td>
<td>1-5 years</td>
<td>low</td>
<td>Funding</td>
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<td>F 6</td>
<td>6</td>
<td>North Main Avenue. (West Side) - 36th St. to 37th St.</td>
<td>Sidewalk</td>
<td>As redevelopment occurs, upgrade sidewalks to 8’ width per City standard for major arterials where sidewalk is substandard.</td>
<td>TAP/CDOT/City</td>
<td>high</td>
<td>6-10 years</td>
<td>medium</td>
<td>ROW/Private Property</td>
<td>1</td>
</tr>
<tr>
<td>F 7</td>
<td>7</td>
<td>Pioneer Park Neighborhood Trail Connection</td>
<td>Trail Connection</td>
<td>Connect 36th St. to 37th St. via worn footpath with connection to Pioneer Park.</td>
<td>City</td>
<td>low</td>
<td>11+ years</td>
<td>medium</td>
<td>ROW/Private Property</td>
<td>2</td>
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</tbody>
</table>
Appendix A: Proposed Cross-Sections

The following roadway cross-sections were presented by the project technical assistance team at the public open house and at the stakeholder wrap up meeting. In general, the cross sections on the following pages represent mid-block conditions found within the North Main Avenue Corridor. No intersection cross sections were developed as part of this planning process. The cross sections recommended in Section 3.2 were selected based on stakeholder input and analysis.

TYPICAL EXISTING CONDITIONS MID-BLOCK CROSS SECTION (68'-70' CURB-TO-CURB WIDTH)

This section (presented in Chapter 2) depicts the most prevalent existing condition within the North Main Avenue Corridor.

12' SHARED-USE PATH TYPICAL MID-BLOCK SECTION MODIFIED ANIMAS RIVER BRIDGE

This section is only applicable for the Animas Bridge crossing. It depicts additional space for on-street bicycle lanes and a shared-use path for pedestrians.
This section depicts an enhanced mid-block crossing condition and is proposed at 19th Street and 30th Street.

This section depicts the typical mid-block roadway section that is proposed throughout the North Main Avenue Corridor and could be implemented short-term.
68' TYPICAL SECTION WITH BICYCLE LANES, 8' SIDEWALKS & 8' TREE LAWN
This section depicts an enhanced streetscape and center median along the corridor. It could be implemented where 100' of right-of-way (ROW) is available.

BICYCLE LANE AND GATEWAY MONUMENTATION CROSS-SECTION
The section below is only applicable to the section of roadway just north of Animas View Drive and North Main Avenue and depicts how Gateway Monumentation would identify entry into the City of Durango.
68’ TYPICAL SECTION WITH BICYCLE LANE, SHARED-USE PATH & IMPROVED STREETScape
This section depicts an enhanced streetscape and center median along the corridor. It could be implemented where 100’ of right-of-way (ROW) is available.

76’ TYPICAL SECTION WITH PROTECTED BICYCLE LANES, MODIFIED CURB
This section depicts the a possible mid-block roadway section that is proposed throughout the North Main Avenue Corridor. Street reconstruction would be necessary and could be implemented long-term.
10’ SHARED-USE PATH TYPICAL SECTION MODIFIED CURB

This section depicts a possible mid-block roadway section that is proposed throughout the North Main Avenue Corridor. Street reconstruction would be necessary and could be implemented long-term.
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Colored Conflict Areas
Colored conflict areas are used in areas where automobiles and bicycles cross paths, and it is not clear who has the right-of-way. Colored conflict areas and accompanying signs assign priority to the bicyclist. Studies show that motorists yield more often to bicyclists once colored conflict areas are installed.

Shared Lane Marking
Shared-lane markings or “sharrows” are designed to inform motorists to expect bicyclists to be in the middle of the travel lane, and to inform bicyclists that they should be in the travel lane and away from parked cars. Studies show that shared-lane markings improve both bicyclist positioning and motorist behavior.

Bike Boxes
Bike boxes give cyclists priority on bicycle streets by allowing them to go to the head of the line at a red light. This also makes it easier and safer for bicyclists to proceed once the signal turns green.
Signs and Pavement Markings
Destination signs can be located around a city’s bikeway network to show cyclists how to get to popular destinations and how long it will take at a certain pace. Pavement markings can be used on bicycle boulevards, which are low-traffic bike routes without bike lanes.

Cycle Tracks
A cycle track is a bicycle facility that combines a separated path with the on-street infrastructure of a conventional bike lane. They are intended exclusively for cyclists and are separated from vehicle travel lanes, parking lanes, and sidewalks.

On-Street Bike Parking
High-volume, on-street bicycle parking, which could repurpose an existing vehicle parking space or any additional unused space next to the curb, removes an auto parking spot and fills it with bike racks. These projects can be very popular with bicyclists and merchants. In places with narrow sidewalks and many bicyclists, it frees up the sidewalk for pedestrians while also accommodating parked bikes.
Buffered Bike Lane

Bicycle lane with a buffer to increase the space between the bicycle lanes and auto lane or parked cars.

Bicycle Signals

Bicycle signals are typically used to improve identified safety or operational problems involving bicycle facilities, or to provide guidance for bicyclists at intersections where they may have different needs from other road users.

Bike-Only Entry

Intersections and neighborhood streets can be designed to allow only bicycles to pass through the entry to the street. These intersections are marked with “Do Not Enter” and “Except Bicycles” signs.
Bike Share
Bicycle sharing is gaining momentum nationally. It is a unique opportunity to introduce many non-bicyclists to bicycling, and to increase visibility of bicycles. Funding for the initial capital installation is the key planning step. Options include public funds, private sponsors and advertising.

Automatic Counters
Utilized in places such as Boulder and Portland, automatic counters provide a highly visible display of the number of bicycles that have passed a given point per day and cumulatively per year.

Transit Stop Enhancements
Providing amenities at transit stops, such as benches, trash receptacles, shelters, and lighting can significantly increase user comfort and willingness to wait. Enhancing transit stops may increase transit usage.
Sidewalks
Good sidewalks are continuous, accessible to everyone, provide adequate travel width and feel safe. Sidewalks can provide social spaces for people to interact and contribute to quality of place.

ADA Curb Ramps
Curb ramps are a fundamental element of an accessible public realm. A sidewalk without a curb ramp can be useless to someone in a wheelchair, forcing them back to a driveway and out into the street for access. Truncated domes provide a cue to visually-impaired pedestrians that they are entering a street or intersection.

Pedestrian Refuge Islands
Enhanced unsignalized crossings are crossings with additional treatments designed to increase motor vehicle yielding compliance on multi-lane or high volume roadways. These enhancements include pathway user or sensor actuated warning beacons, Rectangular Rapid Flash Beacons (RRFB) or in-roadway warning lights.
Enhanced Pedestrian Crossings

Enhanced pedestrian crossings include features designed to make crossing easier, specifically for people with a disability (e.g., audible signals) or in areas where crossing is difficult due to limited traffic gaps or long block lengths (e.g., pedestrian only signals at mid-block crossings).

Pedestrian Hybrid Beacons

Pedestrian Hybrid Beacons, also known as HAWKs, stop vehicle traffic when activated by a pedestrian or bicyclist (either by a push button or in-pavement loop detector). This technique is useful at trail and roadway crossings and other intersections experiencing frequent pedestrian crossing movements.

Pedestrian Countdown Signals

Countdown signals display the number of seconds remaining for a pedestrian to complete a crossing, enabling users to make their own judgment whether to cross or wait. The allotted time can be adjusted to accommodate slower pedestrians, such as seniors or children.
Streetscape Improvements

Streetscape improvements are features that enhance the pedestrian experience. These include public art, pocket parks, ornamental lighting, gateway features and street furniture. Many of these improvements can easily integrate environmentally-friendly “green” elements.

Grade Separated Crossing

Grade separated crossings physically separate the crossing of pedestrian traffic from motor vehicle flow. They may eliminate vehicular-pedestrian conflicts but are necessarily limited to selected locations where the benefits clearly balance the public investment and visual impacts.

Colored or Textured Crosswalks

Colored or textured crosswalks heighten driver awareness of pedestrian crossings by providing an additional visual cue beyond traditional crosswalk markings.
Curb Extensions

Curb extensions reduce the crossing distance for pedestrians. They allow pedestrians to move safely beyond a lane of parked cars to a position where they can see and be seen as they begin their crossing. Curb extensions can also provide an area for accessible transit stops and other pedestrian amenities and street furnishings.
1: Process Summary
1.1 Plan Overview

Introduction
The City of Durango, funded by a grant from New Mobility West (the Sonoran Institute), conducted a study along North Main Avenue to identify mobility issues and develop a dynamic framework to guide future improvements along the corridor. This study aims to accomplish goals set forth by the Durango City Council and address public interests. An integrated, interdepartmental, interagency and collaborative effort aims to develop, improve and better integrate transportation and land use planning. Additionally, concerns from adjacent neighborhoods have been identified and proactive direction will be coordinated with property owners and developers.

Study Area Description
The study area spans North Main Avenue from 14th Avenue at the south to Animas View Drive to the north, with connections to neighborhoods along the corridor. For analysis purposes the study corridor has been divided into the following six segments:

- Segment A (14th Street to 18th Street)
- Segment B (18th Street to 23rd Street)
- Segment C (23rd Street to 26th Street)
- Segment D (26th Street to 30th Street)
- Segment E (30th Street to 34th Street)
- Segment F (34th Street to Animas View Drive)

North Main Avenue is a major north-south arterial with a series of 4 through lanes and a two way left turn lane extending from 14th Street on the south to Animas View Drive on the north with a ROW that varies from 80'-100' in width. In addition, the corridor has a very consistent curb-to-curb width of 68'-70'. The project study area has some auxiliary travel lanes that are used for acceleration and deceleration from side streets and access points. The corridor is US 550 Highway and is maintained by Colorado Department of Transportation (CDOT). The corridor's functional classification is described as a Major Arterial by the City of Durango. The posted speed limit along North Main Avenue is 35 miles per hour (MPH). The corridor traffic volumes range form 13,000 to 34,000 ADT.

1.2 Project Background

Previous Planning Efforts
The following documents provided insight into Durango's priorities and emphasis on establishing a community rich with active transportation and mobility.

MULTI MODAL TRANSPORTATION PLAN, 2012
The Multimodal Transportation Plan is a comprehensive action-oriented document that dissect the City of Durango into six zones and evaluates existing infrastructure conditions for all modes of transportation. It focuses on creating an integrated transportation network that fully connects people who take transit, walk and bicycle to neighborhoods, parks, employment centers, business districts, transit hubs, and other destinations in all parts of Durango. The following is a list of related projects that...
have implications to the North Main Avenue:

- Provide wayfinding signage for bicycles and pedestrians within Zone 2
- Install pavement markings and striping for bicycle facilities within Zone 2 (including North Main Avenue)
- Upgraded all sidewalks and intersections along North Main Avenue to meet ADA standards

**COMPREHENSIVE PLAN, 2007**

This Comprehensive Plan sets forth a shared community vision of Durango’s future, and guides decision-makers towards that vision. This Plan also acts as the principal document that carefully links the health of the environment, community, economy, and transportation system. It contains a thorough examination of the transportation network and provides objectives to create a system that efficiently carries a variety of modes of traffic within and through the community.

**PARKS, OPEN SPACE, TRAILS AND RECREATION MASTER PLAN, 2010**

The POST and Recreation Master Plan is a guiding document for the future growth and change for the City of Durango’s parks, open space, trails, and recreation facilities and programs. Key findings from the plan that may affect and enhance the North Main Avenue Corridor include:

- The Animas River Trail (ART) provides access to 12 City parks, hundreds of acres of open space, the Recreation Center, library and other destinations
- The ART remains the north-south spine of the trail system, with both lateral connections and looped trails
- Integration of the trail system with on-road bicycle and pedestrian facilities is critical to the functionality of the community’s multi-modal transportation system
- Continue planning for separated-grade trail crossings at US Highway 550/160, Camino del Rio and North Main Avenue
- Continue to modify and expand on-street bike and pedestrian facilities and linkages to the off-street trail system to provide a network of core urban trails that connect people to places

**CITY OF DURANGO**

This is outside of the study area (550/160 corridor). Maybe strike this completely or just discuss 550 N Main section.
The sidewalks along North Main Ave on the Animas River Bridge are very narrow. Additionally, the absence of a bicycle facility leads to a difficult choke point for people bicycling. A staircase provides access to the Animas River Trail from North Main Avenue for pedestrians but does not accommodate people bicycling or meet ADA requirements.

ADA accommodation is just south of this point before Burger King to the ART. Much more out of direction travel is needed on the east side to get to ART.
2.2 Presented Cross-Sections

The following roadway cross-sections were presented by the project technical assistance team at the public open house and at the stakeholder wrap up meeting. Feedback from these sessions and field assessment dictated the recommended roadway cross-sections found in section 3.2.

Typical Existing Conditions Section (68’-70’ curb-to-curb width)

12” Shared-Use Path

Typical Section

Modified Animas River Bridge

Page: xx

Author: mcvaughm Subject: Sticky Note Date: 7/13/2015 5:58:04 PM

NB Left turn pocket at 17th and SB Left turn pocket at 15th need to be maintained and a transition to/from this typical with no median to a typical with a median for left turn pockets will also require space.

Lighting should accommodate both the shared use trail but also roadway lighting.

Table later in doc shows 8’ vs 12’ sidewalks?
Consider tall curb to provide shielded pedestrian refuge, shielding of fixed objects/trees, etc. May need to look at 14’ medians for 20” curb to 6” curb w/10’ turn pocket locations. 10’5” motorized inside through lanes and 5.5” bike lanes. 11” outside truck lane.

If left turns can be restricted on one side of an intersection can also use this treatment at intersections and it would line up better with side street sidewalk pedestrian or on-street cyclist paths.

For the 80’ ROW section the lower typical with slight mods could be looked at interim. The upper typical at key pedestrian crossings, but ultimately extending the medians throughout would be beneficial. Would need to do an ACP from 17th North.

For these sections, if there’s any way to have redevelopment put sidewalks outside the ROW in order to establish a buffer strip for the 80’ ROW section that would be beneficial.

Great idea to get the lighting out of the sidewalk area.

CDOT supports the addition of bike lanes but winter travel could be problematic with snow removal build up in the bike lanes from plowing. (i.e. without buffer strip CDOT plows snow off of roadway to curb face followed by adjacent property owners shoveling/plowing sidewalks/driveways back into the gutter which would encroach into bike lane. Spilling into bike lane. The City may need to consider a snow removal program to accommodate year round bike mobility.

Make consistent with above comments on lane widths.
68’ Typical Section with Bicycle Lanes, 6’ Sidewalks & 10’ Tree Lawn

Bicycle Lane and Gateway Cross-Section

Trees min 4’ from curb face unless shielded by tall 20” curb.

On this typical I would show lighting also.

See previous comments on lane widths.

Make buffer strip smaller min 6’ and sidewalk bigger, min 8’.

This looks a little confusing and could be interpreted as having two parallel roadways.

Is this Animas View Drive typical? Later sections say this is Animas View Dr. Have sidewalk on E side of Animas View only as there are no land uses on west side of Animas View or the N side of N Main/Animas View Intersection.

On Animas View I would recommend no inside walkway between highway and Animas View. Consider Animas view with a TWLT and two through lanes. Not sure 4 lanes is needed anytime soon/ever.

On the NB US 550 exit to Animas View consider a table top pedestrian crossing and/or geometric changes to the exit to slow traffic and increase yielding compliance.
Typical Section with Bicycle Lane, Multi-Use Path & Improved Streetscape

76' Typical Section with Protected Bicycle Lanes, Modified Curb

Page: xxiii

- Show lighting as part of this typical.
- See previous comments. Larger sidewalk with smaller vegetated buffer strip makes more sense than previous typical where the two are reversed.
- Lighting to be added to exhibit.
- Toughest part of cycle track is dealing with all of the direct access/driveways to the highway.
- Moving curb line/retrofitting storm sewer costly. If curb is moved, gutter and bike lane should be combined to move pavement joint to lane line between motorized outside lane and bike lane vs. being in the middle of the bike lane. (e.g. Florida Road.)
- Transitions to intersections and cyclist left turns need to be addressed carefully with cycle tracks.
- Maintenances of bollards.
With this typical and a shared use immediately adjacent to the roadway, maybe consider a low-height median barrier with pedestrian railing to separate the path from the roadway except where crossings are allowed. Driveways make this tough.

See previous comments on moving curb line and on lane widths. Make outside lane 12.5' including C&G and inside lane 10.5' for 14' median.

Crossing driveway effects on cyclists. Cyclist left turns from shared-use path.

Barren with no landscaping.
North Main Avenue Corridor Mobility Study
Segment A: 14th Street - 18th Street

Produced By: Alta Planning + Design
Created: June 2015
Data Source: City of Durango

- Crash Concerns
  - Bicycle Pinch Point
- Rear End Crash Concerns
- Animas River
- Narrow Sidewalks On Bridge
- Difficult Access for Bicyclists to Main Avenue
- Rough Railroad Crossing

- Hotspot Bicycle Route - Existing
- Bicycle Lane - Existing
- Bicycle Sharrow - Existing
- Trail - Existing
- Traffic Light - Existing
- Transit Route - Existing
- Transit Stop - Existing
- Snow Removal Route - Existing

- Poor Bicycle Connection
- ADA or cyclist connection where stairs from N Main bridge to path are currently located has significant space constraints.

- Modify west side pedestrian crossing to tie into the park and provide refuge in the park/median.
- See proposed note on the 15th St. median island. This is a long term desire of the City and CDOT.
- Show 15th as a left-in, right-in, and right-out with a median to further delineate the intent. Also provides pedestrian refuge while crossing from North to South.

- Consider future RR track improvements with concrete pavement across tracks to eliminate rough ride issue and crossing mobility. Lack of ADA Ramps.
Pedestrian Crossing can only be accommodated on northside of 19th due to limited sight distance on NW corner building impacts.

Later sheets show this as an enhanced RRFB crossing. Drivers will likely focus on the RRFB, and immediately adjacent crossing that is not RRFB equipped will not draw drivers attention. South side is 2 stage crossing of 4 lanes with refuge, North side is single crossing of 5 lanes. Having to cross n to s side of intersection is less out of direction than a mid-block crossing discussed in typicals.

All marked crosswalks need to be:
1. Full traffic signal
2. HAWK
3. RRFB

Look at pedestrian refuge where possible for unmarked crosswalk locations.
North Main Avenue
Corridor Mobility Study
Segment C: 23rd Street – 26th Street

Page: xxvii

Author: mcvaughm Subject: Sticky Note Date: 7/14/2015 12:44:05 PM
With the proximity of two signals one block apart it is highly unlikely we can accommodate a mid-block crossing here. The peds should be directed to one or both signals for a safer more beneficial crossing.

Author: mcvaughm Subject: Sticky Note Date: 7/13/2015 1:52:49 PM
Peds should be directed to the signal at 25th or 27th for this crossing.

Author: mcvaughm Subject: Sticky Note Date: 7/13/2015 6:37:13 PM
Poor yielding to pedestrians in right turn movements.

Author: mcvaughm Subject: Sticky Note Date: 7/13/2015 6:37:13 PM
Less than 0.5 and 0.25 of a block from signalized crossings is not “no accommodation.” Downtown Main Ave does not have ped crossings every block, has significantly more ped volume and significantly less motorized traffic volume.
Could possibly modify triangular islands on east side to provide a bike lane and bike boxes more effectively. Raised crosswalks.

On NE corner speed table/raised crosswalk and better island geometry to improve yielding compliance to peds and cyclists vehicles traveling NB.
Consider a median section with a low-height barrier to deter pedestrian crossing and direct them to the crosswalk.

Reconfigure striping to provide an EB single through lane and use remaining area for bike lanes and WB lanes. Possibly a TWLTL on 32nd.

Triangular islands on east side of intersection to reduce pedestrian crossing distances.
North Main Avenue
Corridor Mobility Study
Segment F: 34th St - Animas View Dr

Full traffic signal or HAWK would need to meet warrants.
3: Recommendations

3.1 Overview

Based on the corridor analysis and public input described in previous sections, this section presents proposed infrastructure improvements for specific segments within the study area. These recommended improvements are intended to make non-motorized access to and along North Main Avenue more comfortable and accessible for all age and ability levels and trip purposes. Each project has an ID, type (Bicycle, intersection improvement, trail connection, etc.), description of the recommended improvements, funding source, importance, cost, and a number of criteria to help prioritize implementation. In addition, the project ID is related to a segment key map that shows the approximate location of each improvement.

Infrastructure Improvements

Project information and ideas shown on the table in section 3.5 were collected from various sources. Many of the proposed projects have roots within previous planning documents, stakeholder workshops and the May 2015 charrette. This list is also supplemented with projects suggested by citizens at the public open house held in May 2015.

The existing conditions evaluation discussed earlier in this report documents substandard infrastructure and facility gaps. The projects identified in this study mainly focus on pedestrian and bicycle mobility. In general, a majority of the projects identified during the planning process fall into the following categories:

BICYCLE FACILITIES

Bicycle facilities can generally be grouped into two categories – conventional and low stress facilities. Conventional facilities like bike lanes and shared lane markings have been standard practice in the U.S. for many years. They provide dedicated or shared space for confident bicyclists who have experience riding next to traffic. Both bicycle lanes and shared lane markings are recommended along North Main Avenue and through the adjacent neighborhoods to provide multimodal connections to key destinations.

On the other hand, low-stress facilities like cycle tracks and bicycle boulevards are fairly new practice in the U.S.. These types of facilities offer an exclusive or shared space for less confident bicyclists who don’t feel comfortable riding with traffic. A cycle track has been recommended as a future alternative along North Main Avenue, which would be more appropriate considering the current traffic volumes and speeds. On parallel streets, where vehicle speeds and traffic volumes are considerably lower, bicycle boulevards have been recommended to capture bicyclists of all ages and abilities. (see recommendations maps for specific locations).

Pedestrian Improvements

Perhaps no access improvements offer a greater immediate return on investment than pedestrian improvements for North Main Avenue. In addition to straightforward hardscape mobility improvements (comfortable sidewalks, curb ramps, and crosswalks, etc.) compliant with ADA regulations, steps should also be taken to emphasize pedestrian measures in the areas adjacent to the corridor. Softer elements—things like streetscape, landscape buffers, and other placemaking elements will make the corridor more comfortable and enjoyable for pedestrians looking to access destinations found along North Main Avenue. Standard 8’ sidewalks (City of Durango Standard for a Major Arterial), ADA ramps at intersections, grade-separated, and mid-block crossings are all recommendations identified to aid non-motorized mobility in the North Main Avenue corridor.
3.2 Recommended Cross Sections
To illustrate the infrastructure improvements along the corridor, recommended cross sections are included. The cross sections depict different approaches to achieving a complete street environment along the corridor, several with an 80’ right-of-way and several with an 100’ right-of-way, which are the two widths found along the corridor. Visually depicting the widths for sidewalks, bike lanes, travel lanes and medians allows the public to better understand the changes in the available space within the ROW and within the existing curb-to-curb dimension.

68’ Typical Section with Bicycle Lanes and Modified Street Light Locations - This cross section can be implemented within the corridor’s existing conditions.

76’ Typical Section with Protected Bicycle Lanes, Modified Curb - This section is a future condition and would require modification of all curblines within the corridor.

Page: xxxii
Author: mcvaughm Subject: Sticky Note Date: 7/14/2015 12:59:10 PM
All of these were shown previously. Consolidate proposed typicals into one location. Can you sum up presented typicals not carried forward to recommended in an appendix? See previous comments on presented typicals.
3.3 Intersection Concept Designs

In conjunction with planned CDOT improvements in and a Transportation Alternatives Program (TAP) grant that the City of Durango received for ADA improvements, the following intersection concepts were developed to provide ideas on enhancing bicycle and pedestrian conditions at the intersections of 19th Street, 22nd Street and 32nd Street. These drawings are conceptual in nature and will need refinement as survey becomes available and design drawings are finalized.

12' Shared-Use Path Typical Section Modified Animas River Bridge - This recommended improvement fits within the existing roadway dimensions. However, a structural engineering study needs to be completed to verify if the construction feasibility.

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This should include 14th, 17th, 24th, 25th St., and 27th St., as intersection improvements also. Circles of maps with dashed line does not match up with tables of listed improvements. All intersections (signalized or unsignalized) with proposed improvements/reconfigurations should have a 1 page concept.
19th Street Intersection Concept

- Reduce travel lane widths on N. Main Avenue to accommodate northbound and southbound bike lanes
- Revise 19th Street lane configuration to provide designated bike lanes crossing N. Main Ave
- Pedestrian refuge on south side of intersection to accommodate a two-stage pedestrian crossing and added safety for pedestrians
- Creates a shared left-thru lane on the northbound approach
- Solar powered Rectangular Rapid Flashing Beacon to assist pedestrians and bring awareness to drivers
- Install accessible ramps on all four corners, preferably two per corner when possible

CDOT cannot support a combined left turn/through lane for NB. Pedestrian median at an intersection needs to be configured to restrict turning movements to discourage NB lefts on to 19th. This in-turn will impact left turns off of side street. There is plenty of street grid connectivity for the minor amount of motorized out of direction travel for left turns.

Another option would be to make pedestrian crossing mid-block (Does not need to be half-way just outside of intersection left turn lanes.) However, out of direction pedestrian travel increases and would lead to less use by pedestrians.

One block of motorized out of direction travel is less of an impact than a half block of out of direction pedestrian travel.

Can’t tell what marking this is between dashed lines.

Dashed lines at every driveway should result in dashed bike lanes the entire length of N Main. Majority of N Main driveways are higher volume than side street driveways and have solid bike lane lines. Dashing bike lanes should be reserved for crossing city streets and high volume/multi commercial driveways.
22nd Street Intersection Concept

- Reduce travel lane widths on N. Main Avenue to accommodate northbound and southbound bike lanes
- Repurpose the 22nd Street cross section to accommodate one vehicle lane and a bicycle lane in each direction
- Adjust the signal timings to provide longer 'walk' and/or 'flash don't walk' phases for school children crossing N. Main Ave
- Install perpendicular accessible ramps on all four corners

---

- All ped times have been recently lengthened to the current longer walk times for pedestrians in MUTCD.
- What about leading pedestrian intervals? Several studies showing LPI’s significantly reduce pedestrian turning vehicle conflicts.
- Show bike boxes regular on side street and two stage on N Main. Mention bicycle capable signal detection. Provide two-stage bike boxes for NB and SB N Main. Green markings in right hook zone.

Only mention of bike boxes or green pavement markings is in appendix and is not shown anywhere in the concepts.
32nd Street Intersection Concept

- Reduce travel lane widths on N. Main Avenue to accommodate northbound and southbound bike lanes
- Widen the westbound approach to provide dual left turn lanes and a shared thru right bay
- Widen the north side of the west approach to accommodate the new westbound shared thru right bay
- Create a median south of the intersection by restricting the shopping center entrance to prevent left turns leaving the center and installing a raised median
- Bicycles and right turning vehicles are to share the right turn bay on the northbound approach
- Review and adjust signal timings for slower pedestrians
- Install perpendicular accessible ramps on all four corners

Figure 3.3

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## 3.4 Infrastructure Recommendation Chart

### Terms Defined:

Importance: is defined as how important it is to implement the project to enhance mobility on the corridor (high, medium and low).

<table>
<thead>
<tr>
<th>Segment</th>
<th>Project ID</th>
<th>Project Name/Segment</th>
<th>Project Type</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>A 1</td>
<td>14th St Intersection/ Railroad Crossing</td>
<td>Intersection Sidewalk</td>
<td>1) Construct new 8’ wide sidewalks (east and west sides) and improve pedestrian crossing of railroad tracks; 2) Adjust signal phasing to remove conflict between SB right turning vehicles and pedestrians;</td>
<td></td>
</tr>
<tr>
<td>A 2</td>
<td>North Main Ave - 14th St to 18th St</td>
<td>Bicycle</td>
<td>Add 6’ NB and SB bicycle lanes along N. Main Avenue - Work with CDOT to reduce lane widths and restrripe N. Main Avenue to include bicycle lanes</td>
<td></td>
</tr>
<tr>
<td>A 3</td>
<td>14th St Intersection - ADA Ramp Improvements</td>
<td>Pedestrian</td>
<td>Install ADA ramps at all non compliant corners</td>
<td></td>
</tr>
<tr>
<td>A 4</td>
<td>North Main Ave (East Side) - 14th St to 15th St</td>
<td>Sidewalk</td>
<td>Upgrade sidewalks to 8’ width per City standard for major arterials</td>
<td></td>
</tr>
<tr>
<td>A 5</td>
<td>North Main Ave (West Side) - 15th St to Animas River</td>
<td>Sidewalk/Streetscape</td>
<td>Upgrade sidewalks to 8’ width per City standard for major arterials; Add landscape strip per City standards</td>
<td></td>
</tr>
<tr>
<td>A 6</td>
<td>North Main Ave (East Side) - 15th St to Animas River</td>
<td>Sidewalk/Streetscape</td>
<td>Upgrade sidewalks to 8’ width per City standard for major arterial; Add landscape strip per City standards</td>
<td></td>
</tr>
<tr>
<td>A 7</td>
<td>Animas River Trail [ART] Connection</td>
<td>Trail Connection</td>
<td>Improve connection from ART to North Main Ave - east and west side</td>
<td></td>
</tr>
<tr>
<td>A 8</td>
<td>Animas River Bridge - North Main Ave</td>
<td>Sidewalk</td>
<td>As redevelopment occurs, upgrade sidewalks to 8’ width per City standard for major arterials - reduce/remove center two-way left turn lane to gain room for increased sidewalk widths</td>
<td></td>
</tr>
<tr>
<td>A 9</td>
<td>North Main Ave (West Side) - Animas River to Park Ave</td>
<td>Sidewalk/Streetscape</td>
<td>Upgrade sidewalks to 8’ City standard for major arterial</td>
<td></td>
</tr>
<tr>
<td>A 10</td>
<td>North Main Ave (East Side) - Animas River to Park Ave</td>
<td>Sidewalk/Streetscape</td>
<td>Upgrade sidewalks to 8’ width per City standard for major arterial; Add landscape strip per City standards</td>
<td></td>
</tr>
<tr>
<td>A 11</td>
<td>E Park Ave/17th Ave</td>
<td>Bicycle</td>
<td>Add bicycle lanes on 17th Avenue and E. Park Avenue to facilitate a safer crossing of North Main Ave and better connections to the Animas River Trail and E. 2nd Avenue Bikeway</td>
<td></td>
</tr>
<tr>
<td>A 12</td>
<td>North Main Ave (West Side) - 17th St to 18th St</td>
<td>Sidewalk/Streetscape</td>
<td>As redevelopment occurs, upgrade sidewalks to 8’ width per City standard for major arterials where sidewalk is substandard; Add landscape strip per City standards</td>
<td></td>
</tr>
<tr>
<td>Segment Project ID</td>
<td>Project Name/Segment Project Type</td>
<td>Recommendation</td>
<td>Source</td>
<td>Funding Source</td>
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<td>----------------</td>
<td>--------</td>
<td>----------------</td>
</tr>
<tr>
<td>A 1</td>
<td>14th St Intersection/ Railroad Crossing</td>
<td>Intersection/ Sidewalk</td>
<td>New Project</td>
<td>TAP/CDOT/City</td>
</tr>
<tr>
<td>A 2</td>
<td>North Main Ave - 14th St to 18th St Bicycle</td>
<td></td>
<td>New Project</td>
<td>CDOT</td>
</tr>
<tr>
<td>A 3</td>
<td>14th St Intersection - ADA Ramp Improvements Pedestrian</td>
<td>Install ADA ramps at all non compliant corners</td>
<td>New Project</td>
<td>CDOT/City</td>
</tr>
<tr>
<td>A 4</td>
<td>North Main Ave (East Side) - 14th St to 15th St Sidewalk Upgrade</td>
<td>sidewalks to 8' width per City standard for major arterials</td>
<td>New Project</td>
<td>TAP</td>
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<tr>
<td>A 5</td>
<td>North Main Ave (West Side) - 15th St to Animas River Sidewalk/ Streetscape</td>
<td>Upgrade sidewalks to 8' width per City standard for major arterial; Add landscape strip per City standards</td>
<td>New Project</td>
<td>TAP/CDOT/City</td>
</tr>
<tr>
<td>A 6</td>
<td>North Main Ave (East Side) - 15th St to Animas River Sidewalk/ Streetscape</td>
<td>Upgrade sidewalks to 8' width per City standard for major arterial; Add landscape strip per City standards</td>
<td>New Project</td>
<td>TAP/CDOT/City</td>
</tr>
<tr>
<td>A 7</td>
<td>Animas River Trail (ART) Connection</td>
<td>Trail Connection</td>
<td>New Project</td>
<td>GOCO</td>
</tr>
<tr>
<td>A 8</td>
<td>Animas River Bridge - North Main Ave Sidewalk</td>
<td>As redevelopment occurs, upgrade sidewalks to 8' width per City standard for major arterials - reduce/remove center two-way left turn lane to gain room for increased sidewalk widths</td>
<td>New Project</td>
<td>TAP/CDOT/City</td>
</tr>
<tr>
<td>A 9</td>
<td>North Main Ave (West Side) - Animas River to Park Ave Sidewalk/ Streetscape</td>
<td>Upgrade sidewalks to 8' City standard for major arterial</td>
<td>New Project</td>
<td>TAP</td>
</tr>
<tr>
<td>A 10</td>
<td>North Main Ave (East Side) - Animas River to Park Ave Sidewalk/ Streetscape</td>
<td>Upgrade sidewalks to 8' width per City standard for major arterial; Add landscape strip per City standards</td>
<td>New Project</td>
<td>TAP</td>
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<tr>
<td>A 11</td>
<td>North Main Ave (West Side) - 17th St to 18th St Bicycle</td>
<td>Add bicycle lanes on 17th Avenue and E. Park Avenue to facilitate a safer crossing of North Main Ave and better connections to the Animas River Trail and E. 2nd Avenue Bikeway</td>
<td>New Project</td>
<td>City</td>
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</tbody>
</table>

Terms Defined:
Timeframe: defined as when the project should be implemented (short = 1-5 years, medium = 6-10 years, long = 11+years)
Complexity: defined as how difficult/complex it would be to implement the project (high = many constraints, medium = some constraints, low = few constraints)
North Main Avenue
Corridor Mobility Study
Recommendation Project Map
Segment A: 14th Street - 18th Street
Produced By: Alta Planning + Design
Created: June 2015
Data Source: City of Durango

Intersection Improvement
Pedestrian Improvement
Bicycle Improvement
Trail Connection Improvement
Vegetation Improvement
Crosswalk Improvement

Circle 17th to make consistent with table. Need concept.
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<th>Project ID</th>
<th>Project Name/Segment</th>
<th>Project Type</th>
<th>Recommendation</th>
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<tr>
<td>A 13</td>
<td>North Main Ave (East Side) - 17th St to 18th St</td>
<td>Sidewalk/Streetscape</td>
<td>As redevelopment occurs, upgrade sidewalks to 8’ width per City standard for major arterials where sidewalk is substandard; Add landscape strip per City standards;</td>
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<tr>
<td>A 14</td>
<td>17th St. Intersection Improvements</td>
<td>ADA ramps</td>
<td>Upgrade/Install ADA ramps at all non compliant corners</td>
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<tr>
<td>A 15</td>
<td>18th St. Intersection Improvements</td>
<td>ADA ramps</td>
<td>Upgrade/Install ADA ramps at all non compliant corners</td>
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</table>

<table>
<thead>
<tr>
<th>Segment</th>
<th>Project ID</th>
<th>Project Name/Segment</th>
<th>Project Type</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>B 1</td>
<td>North Main Ave - 18th St to 23rd St</td>
<td>Bicycle</td>
<td>Add 6’ NB and SB bicycle lanes along N. Main Avenue - Work with CDOT to reduce lane widths and restripe N. Main Avenue to included bicycle lanes</td>
<td></td>
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<tr>
<td>B 2, 6, 8, 10</td>
<td>North Main Ave (West Side) - 18th St to 22nd St</td>
<td>Sidewalk/Streetscape</td>
<td>As redevelopment occurs, upgrade sidewalks to 8’ width per City standard for major arterials where sidewalk is substandard; Add landscape strip per City standards;</td>
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<tr>
<td>B 3, 7, 9, 11</td>
<td>North Main Ave (East Side) - 18th St to 22nd St</td>
<td>Sidewalk/Streetscape</td>
<td>Upgrade sidewalks to 8’ width per City standard for major arterials where sidewalk is substandard; Add landscape strip per City standards;</td>
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</tr>
<tr>
<td>B 4</td>
<td>19th St East and West</td>
<td>Bicycle</td>
<td>1) Add bicycle lanes on 19th Street east of N. Main Avenue to connect to library; 2) Add shared bike lanes on 19th Street west of N. Main Avenue to connect to E. 2nd Avenue bikeway</td>
<td></td>
</tr>
<tr>
<td>B 5</td>
<td>19th St Intersection/Mid-block Crossing</td>
<td>Intersection</td>
<td>(See Detail - Page #8)</td>
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</tr>
<tr>
<td>B 12</td>
<td>22nd St Intersection</td>
<td>Intersection</td>
<td>(See Detail - Page #8)</td>
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<tr>
<td>B 13</td>
<td>Animas River Trail [ART] Connection</td>
<td>Bicycle lane/wayfinding</td>
<td>Improve Connection to ART from E. 2nd Avenue bikeway; provide wayfinding signs at specific locations</td>
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<tr>
<td>B 14</td>
<td>22nd St East and West</td>
<td>Bicycle</td>
<td>Stripe bicycle lane connections to North Main Ave</td>
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<td>B 15</td>
<td>North Main Ave (West Side) - 22nd St to Brookside Park</td>
<td>Sidewalk/Streetscape</td>
<td>As redevelopment occurs, upgrade sidewalks to 8’ width per City standard for major arterials where sidewalk is substandard; Add landscape strip per City standards;</td>
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<tr>
<td>Segment</td>
<td>Project ID</td>
<td>Project Name/Segment</td>
<td>Project Type</td>
<td>Recommendation</td>
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<td>B 16</td>
<td></td>
<td>North Main Ave (East Side) - 22nd St to Durango High School</td>
<td>Sidewalk/Streetscape</td>
<td>As redevelopment occurs, upgrade sidewalks to 8' width per City standard for major arterials where sidewalk is substandard; Add landscape strip per City standards;</td>
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<tr>
<td>B 17</td>
<td></td>
<td>North Main Ave - Diverter Island (right-in, right-out)</td>
<td>Diverter Island</td>
<td>Install diverter island (right-in, right-out)</td>
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<tr>
<td>B 18</td>
<td></td>
<td>North Main Ave - Underpass</td>
<td>Creek Underpass</td>
<td>Install a bicycle and pedestrian underpass</td>
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</tbody>
</table>

**Segment Project ID Project Name/Segment Project Type Recommendation**

<p>| C 1     |            | North Main Ave - 23rd St to 26th St | Bicycle lane | Add 6' NB and SB bicycle lanes along N. Main Avenue - Work with CDOT to reduce lane widths and restrripe N. Main Avenue to include bicycle lanes |
| C 2     |            | North Main Ave (West Side) - 23rd St to 24th St | Sidewalk/Streetscape | As redevelopment occurs, upgrade sidewalks to 8' width per City standard for major arterials where sidewalk is substandard; Add landscape strip per City standards; |
| C 3     |            | 26th St Overpass/Underpass | Sidewalk/Streetscape | Cul de sac or dead end 26th Street at N. Main Avenue; Install an underpass/overpass |
| C 4     |            | 24th St East and West | Pedestrian | Verify that pedestrian timing is adequate due to high pedestrian volumes. |
| C 5     |            | North Main Ave (West Side) - 24th St to 25th St | Sidewalk/Streetscape | As redevelopment occurs, upgrade sidewalks to 8' width per City standard for major arterials where sidewalk is substandard; Add landscape strip per City standards; |
| C 6     |            | 25th St Intersection | Intersection | Improve signal timing, Install raised pedestrian island and speed tables. Add a dedicated WB left turn lane |
| C 7     |            | 25th St East and West | Pedestrian | Improve signal timing to provide a longer pedestrian phase due to high pedestrian volumes. |
| C 8     |            | North Main Ave (West Side) - 25th St | Sidewalk/Streetscape | As redevelopment occurs, upgrade sidewalks to 8' width per City standard for major arterials where sidewalk is substandard; Add landscape strip per City standards; |
| C 9     |            | North Main Ave (West Side) - 26th to 27th St | Sidewalk/Streetscape | As redevelopment occurs, upgrade sidewalks to 8' width per City standard for major arterials where sidewalk is substandard; Add landscape strip per City standards; |</p>
<table>
<thead>
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<th>Segment</th>
<th>Project ID</th>
<th>Project Name/Segment</th>
<th>Project Type</th>
<th>Recommendation</th>
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</thead>
<tbody>
<tr>
<td>D 1</td>
<td>North Main Ave - 26th St to 30th St</td>
<td>Bicycle</td>
<td>Add 6' NB and SB bicycle lanes along N. Main Avenue - Work with CDOT to reduce lane widths and restripe N. Main Avenue to include bicycle lanes</td>
<td></td>
</tr>
<tr>
<td>D 2</td>
<td>North Main Ave (West Side) - 26th to 27th St</td>
<td>Sidewalk/Streetscape</td>
<td>As redevelopment occurs, upgrade sidewalks to 8' width per City standard for major arterials where sidewalk is substandard; Add landscape strip per City standards;</td>
<td></td>
</tr>
<tr>
<td>D 3</td>
<td>27th St Intersection</td>
<td>Intersection</td>
<td>Improve signal timing for pedestrians. Install raised pedestrian island and speed tables. Add a dedicated WB left turn lane</td>
<td></td>
</tr>
<tr>
<td>D 4</td>
<td>27th St East and West</td>
<td>Pedestrian</td>
<td>Improve signal timing to provide a longer pedestrian phase due to high pedestrian volumes.</td>
<td></td>
</tr>
<tr>
<td>D 5</td>
<td>Animas River Trail (ART) Connection</td>
<td>Trail Connection</td>
<td>Improve connection through recreation center parking lot to ART and improve wayfinding</td>
<td></td>
</tr>
<tr>
<td>D 6</td>
<td>Alley - 27th St to 29th St</td>
<td>Bicycle</td>
<td>Improve alley surface to better accommodate bicycle use</td>
<td></td>
</tr>
<tr>
<td>D 7</td>
<td>2nd Ave - 28th St to 29th St</td>
<td>Bicycle/Pedestrian</td>
<td>Connect 2nd Ave for bicycle and pedestrian travel</td>
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</tr>
<tr>
<td>D 8</td>
<td>North Main Ave (West Side) - 29th St</td>
<td>Sidewalk/Streetscape</td>
<td>As redevelopment occurs, upgrade sidewalks to 8' width per City standard for major arterials where sidewalk is substandard; Add landscape strip per City standards;</td>
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</tr>
<tr>
<td>D 9</td>
<td>North Main Ave (East Side) - 29th St</td>
<td>Sidewalk/Streetscape</td>
<td>As redevelopment occurs, upgrade sidewalks to 8' width per City standard for major arterials where sidewalk is substandard; Add landscape strip per City standards;</td>
<td></td>
</tr>
<tr>
<td>D 10</td>
<td>2nd Ave Bicycle Boulevard - Recreation Center to 31st St</td>
<td>Bicycle</td>
<td>Install bicycle boulevard</td>
<td></td>
</tr>
<tr>
<td>D 11</td>
<td>30th St Crossing - North Main Ave</td>
<td>Pedestrian</td>
<td>Install RRFB, ADA ramps and construct pedestrian refuge island with vegetation</td>
<td></td>
</tr>
<tr>
<td>D 12</td>
<td>North Main Ave (West Side) - 30th to 31st St</td>
<td>Sidewalk/Streetscape</td>
<td>As redevelopment occurs, upgrade sidewalks to 8' width per City standard for major arterials where sidewalk is substandard; Add landscape strip per City standards;</td>
<td></td>
</tr>
<tr>
<td>D 13</td>
<td>North Main Ave (East Side) - 30th to 31st St</td>
<td>Sidewalk/Streetscape</td>
<td>As redevelopment occurs, upgrade sidewalks to 8' width per City standard for major arterials where sidewalk is substandard; Add landscape strip per City standards;</td>
<td></td>
</tr>
<tr>
<td>F</td>
<td>4</td>
<td>35th Street Intersection</td>
<td>Intersection</td>
<td>Install hybrid beacon signal and upgrade crosswalk</td>
</tr>
<tr>
<td>----</td>
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<td>----------------------------------------------------</td>
</tr>
<tr>
<td>F</td>
<td>5</td>
<td>35th Street/Earl St/36th Bicycle Boulevard</td>
<td>Bicycle</td>
<td>Install bicycle boulevard</td>
</tr>
<tr>
<td>F</td>
<td>6</td>
<td>North Main Ave (West Side) - 36th St to 37th St</td>
<td>Sidewalk</td>
<td>As redevelopment occurs, upgrade sidewalks to 8’ width per City standard for major arterials where sidewalk is substandard</td>
</tr>
<tr>
<td>F</td>
<td>7</td>
<td>Pioneer Park Neighborhood Trail Connection</td>
<td>Trail Connection</td>
<td>Connect 36th St to 37th St via worn footpath with connection to Pioneer Park</td>
</tr>
</tbody>
</table>

Need Concept.
HAWK is higher than low complexity.
Sidewalk connectivity needs to be part of installation of HAWK.
Appendix A: Multimodal Facilities and Amenities

Colored Conflict Areas
Colored conflict areas are used in areas where automobiles and bicycles cross paths and it is not clear who has the right-of-way. Colored conflict areas and accompanying signs assign priority to the bicyclist. Studies showed that motorists yield more often to bicyclists once colored conflict areas were installed.

Shared Lane Marking
Shared-lane markings or “sharrows” are designed to inform motorists to expect bicyclists to be in the middle of the travel lane, and to inform bicyclists that they should be in the travel lane and away from parked cars. Studies have shown that shared-lane markings improve both bicyclist positioning and motorist behavior.

Bike Boxes
Bike boxes give cyclists priority on bicycle streets by allowing them to go to the head of the line at a red light. This also makes it easier and safer for bicyclists to proceed once the signal turns green.
Bicycle Signals

Bicycle signals are typically used to improve identified safety or operational problems involving bicycle facilities or to provide guidance for bicyclists at intersections where they may have different needs from other road users.

Buffered Bike Lane

Bicycle lane with a buffer to increase the space between the bicycle lanes and auto lane or parked cars.

Bike-Only Entry

Intersections and neighborhood streets can be designed to allow only bicycles to pass through the entry to the street. These intersections are marked with “Do Not Enter” and “Except Bicycles” signs.
Bike Share

Bicycle sharing is gaining momentum nationally. It is a unique opportunity to introduce many non-bicyclists to bicycling, and to increase visibility of bicycles. Funding for the initial capital installation is the key planning step. Options include public funds, private sponsors and advertising.

Automatic Counters

Utilized in places such as Boulder and Portland, automatic counters provide a highly visible display of the number of bicycles that have passed a given point per day and cumulatively per year.

Transit Stop Enhancements

Providing amenities at transit stops, such as benches, trash receptacles, shelters, and lighting can significantly increase user comfort and willingness to wait. Enhancing transit stops may increase transit usage.
Signs and Pavement Markings

Destination signs can be located around a city’s bikeway network to tell cyclists how to get to popular destinations, and how long it will take at a certain pace. Pavement markings can be used on bicycle boulevards, which are low-traffic bike routes without bike lanes.

Cycle Tracks

A cycle track is a bicycle facility that combines a separated path with the on-street infrastructure of a conventional bike lane. They are intended exclusively for cyclists and are separated from vehicle travel lanes, parking lanes, and sidewalks.

On-Street Bike Parking

High-volume, on-street bicycle parking, which could repurpose an existing vehicle parking space or any additional unused space next to the curb, removes an auto parking spot and fills it with bike racks. These projects can be very popular with bicyclists and merchants. In places with narrow sidewalks and many bicyclists, it frees up the sidewalk for pedestrians while also accommodating parked bikes.
Sidewalks
Good sidewalks are continuous, accessible to everyone, provide adequate travel width and feel safe. Sidewalks can provide social spaces for people to interact and contribute to quality of place.

ADA Curb Ramps
Curb ramps are a fundamental element of an accessible public realm. A sidewalk without a curb ramp can be useless to someone in a wheelchair, forcing them back to a driveway and out into the street for access. Truncated domes provide a cue to visually-impaired pedestrians that they are entering a street or intersection.

Pedestrian Refuge Islands
Enhanced unsignalized crossings are crossings with additional treatments designed to increase motor vehicle yielding compliance on multi-lane or high volume roadways. These enhancements include pathway user or sensor actuated warning beacons, Rectangular Rapid Flash Beacons (RRFB) or in-roadway warning lights.
Enhanced Pedestrian Crossings
Enhanced pedestrian crossings include features designed to make crossing easier, specifically for people with a disability (e.g., audible signals) or in areas where crossing is difficult due to limited traffic gaps or long block lengths (e.g., pedestrian only signals at mid-block crossings).

Pedestrian Countdown Signals
Countdown signals display the number of seconds remaining for a pedestrian to complete a crossing, enabling users to make their own judgment whether to cross or wait. The allotted time can be adjusted to accommodate slower pedestrians, such as seniors or children.

Pedestrian Hybrid Beacons
Pedestrian Hybrid Beacons, also known as HAWKs, stop vehicle traffic when activated by a pedestrian or bicyclist (either by a push button or in-pavement loop detector). This technique is useful at trail/roadway crossings and other intersections experiencing frequent pedestrian crossing movements.

Page: lxiv
Author: humphreyt
Subject: Sticky Note
Date: 7/14/2015 3:29:11 PM
All signals on Durango state highways have this.

Author: humphreyt
Subject: Sticky Note
Date: 7/14/2015 3:30:41 PM
All my HAWK comments are this picture. HAWKS are a stop condition not a yield condition (bad photo wrong sign.)
Streetscape Improvements
Streetscape improvements are features that enhance the pedestrian experience. These include public art, pocket parks, ornamental lighting, gateway features and street furniture. Many of these improvements can easily integrate environmentally-friendly “green” elements.

Grade Separated Crossing
Grade separated crossings physically separate the crossing of pedestrian traffic from motor vehicle flow. They may eliminate vehicular-pedestrian conflicts but are necessarily limited to selected locations where the benefits clearly balance the public investment.

Colored/Textured Crosswalks
Colored or textured crosswalks heighten driver awareness of pedestrian crossings by providing an additional visual cue beyond traditional crosswalk markings.
Curb Extensions

Curb extensions reduce the crossing distance for pedestrians. They allow pedestrians to move safely beyond a lane of parked cars to a position where they can see and be seen as they begin their crossing. Curb extensions can also provide an area for accessible transit stops and other pedestrian amenities and street furnishings.
1. Reconfigure Island to yield condition w/raised crosswalk.

2. RRFB w/median for short term prior to grade separated crossing.

3. Cycle Track NB 23rd to 27th

2. Convert weave lane just north of RRFB to bus stop for both transit and/or busses bringing teams to ball fields.
1. Reconfigure island to yield condition w/raised crosswalk.
   a. Current free flow island into an a-lane at 24th and 25th has extremely limited operational benefits on a low speed urban road combined with significant drawbacks such as:
      i. 24th (Not Shown), 25th, and 27th: Higher speed free flow type right turns reduce driver yielding compliance to pedestrian crossings, and as such are dangerous to pedestrians. Also, if there is no dedicated lane to turn into they are also dangerous to motorists because the shape of the island indicates there is a dedicated lane to turn into when in fact there is not (WB to NB at 27th is the best example of this issue. A properly yield shaped island with a raised crosswalk is far more effective than the current stop sign.)
      ii. 25th: The acceleration lane at 24th and 25th merging with traffic combined with others trying to enter the right turn lane to turn onto 25th or 27th (Known as a weave section) creates conflicts between motorists, encourages higher speeds, and more aggressive driving.
      iii. A-lanes and bike lanes do not mix as the accelerating driver is focused on merging with traffic approaching on their left from behind vs. a possible cyclist in front of them.
      iv. A-lanes are only appropriate on higher speed access controlled facilities.
   b. CDOT long ago eliminated RT turn acceleration lanes along N Main (Some locations are much higher volume than 25th), and now manages significantly more traffic more efficiently through the use of other measures. (Some of the extra wide outside through lanes are the remnants from the old configurations.)
   c. An appropriate island shape combined with a raised crosswalk that effectively keeps speeds low reinforces yielding, which is safer for all in low speed urban environments.
   d. If NB traffic is too heavy for WB to NB right turns to enter the traffic stream, detection can be set up so that the right turn will activate a green signal indication, mitigating any concerns that right turns would not be able to enter the traffic stream.
   e. Much of the pedestrian benefits of having a raised triangular island are lost if the configuration of the island does not promote right turning motorists yielding to pedestrians.

2. Possible RRFB at 26th with raised curbed median refuge and bump out on east side. While grade separation eliminates pedestrian motorist conflicts if used, it is costly and there is no way to force people to use it. Grade separation needs to be designed so that it is the most inviting way to cross the street. There’s a list of grade separated crossings throughout Durango, and this specific location may rank lower than some of the other locations calling for grade separation.
   a. RRFB increases motorist yielding compliance to pedestrians. Full signal warrants are not even close to being met and based on there already being signals at 25th and 27th, it is more likely that a full raised median to prevent any left turns at 26th would be the more likely than full signalization. The lower ped volume thresholds for a HAWK are also unlikely being met based on current crossings. While proliferating RRFB’s to every block that isn’t a signal would ultimately reduce their effectiveness, they have quite a bit of flexibility in justifying their installation and the land uses on the east side of 26th would justify installing an RRFB. It is far less busy motorized traffic volume wise at this location than at 7th St, and the RRFB at 7th has significantly improved motorist yielding compliance.
   b. If the crossing is on the N side of 26th, median refuge has minimal impact on side street or business access (There already no SB left turns because it is a T-intersection, but NB left turns are still possible with a raised median. This would work for the delivery trucks that use the alley to make deliveries to the businesses between 26th and 27th.)
   c. An east side bump out would effectively separate the NB acceleration from 25th and NB RT turn on to 27th. I would look at buffered bike lanes, eliminating the a-lanes and shortening the rt turn lanes off of N Main. This works into comment #3. The bump out at this location would not constrict the typical 70' curb-curb width.
   d. Integrate a bus stop on the far side of the RRFB bump out.

3. Possible Cycle Track NB 23rd to 27th. East side of N Main having no driveways in between blocks is likely the best location for a raised curbed NB cycle track. The existing RT turn lanes provide the space needed. Combined with the bike lane to the south there are only two driveways to cross to get to the cycle track from 22nd. The key to the cycle track is how to handle the cycle track/intersection interaction. Having rt turns either cross a bike lane in advance of the main intersection (Convert cycle track to regular bike lane and use green pavement markings where vehicles cross the bike lane to access the right turn lane.) or mix with cyclists (See following mixing zone concepts. Same concept but without parking) prior to the main intersection would be some of the ways the interaction could occur. In either scenario, make the right turn lanes as short as possible. I would say three steps to implementing the cycle track.
   a. Start with buffered bike lanes- Essentially start with striping only of the cycle track configuration.
   b. Add flexible delineators- CDOT has already provided comments on the flexible delineators, but this is something the City could add. Some type of physical treatment in addition to paint will increase compliance with the configuration (i.e. paint alone will have limited effectiveness).
   c. If community buy in can be reached on the flexible delineator installation, replace the flexible delineators with raised curbed islands. Tall curb could be used on the motorized traffic side to shield and protect cycle track and sidewalk users (Standard 6” curb does next to nothing as far as redirecting errant vehicles at shallow angles at 25 MPH. Combined with the fact that there would be no parking, it also opens up landscaping options near the edge of road (ie between motorized lanes and cycle track). The combination of a physical barrier and landscaping would provide a safe and comfortable buffer to the cycle track and sidewalks from motorized traffic.
   d. Perhaps start with the 3 blocks 25th to 27th first?
No Parking

Possible Landscaping

Intersections
Cycle Track Mixing Zone
Draft Mobility Plan for North Main Avenue

This survey collects public feedback on the Draft Mobility Plan for North Main Avenue. The Draft Mobility Plan reflects extensive stakeholder input received during a 3-day design charrette in May 2015 and reflects a vision for a revitalized, safe corridor.

All On Forum Responses sorted chronologically

As of July 21, 2015, 1:59 PM

As with any public comment process, participation in Virtual City Hall is voluntary. The responses in this record are not necessarily representative of the whole population, nor do they reflect the opinions of any government agency or elected officials.
Draft Mobility Plan for North Main Avenue

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As of July 21, 2015, 1:59 PM, this forum had:

- Attendees: 151
- On Forum Responses: 49
- All Responses: 75
- Hours of Public Comment: 3.8

This topic started on June 22, 2015, 2:05 PM.
This topic ended on July 20, 2015, 1:21 PM.
Responses

Which of the following best describes you? (Check all that apply)

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Do you agree that it is important to improve transportation safety and options in the North Main corridor?

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<tr>
<td>Strongly Disagree</td>
<td>4.1%</td>
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In your opinion, what are the most important outcomes of mobility improvements in the North Main Corridor? (Pick 3)
### Draft Mobility Plan for North Main Avenue

This survey collects public feedback on the Draft Mobility Plan for North Main Avenue. The Draft Mobility Plan reflects extensive stakeholder input received during a 3-day design charrette in May 2015 and reflects a vision for a revitalized, safe corridor.

Please rate the priority level for each of the recommendations below:

#### Re-strip North Main Avenue to create 6’ bike lanes on both sides of the roadway

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#### Install accessible pedestrian ramps at all intersections

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Draft Mobility Plan for North Main Avenue

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<table>
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Reconstruct the North Main and 32nd Street intersection to improve traffic movements and pedestrian safety

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Reconstruct the North Main and 22nd Street intersection to improve traffic movements, bicycle safety, and pedestrian safety

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Improve pedestrian crossing at 19th Street

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</tr>
<tr>
<td>Not a Priority</td>
<td>8.2%</td>
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Improve bicycle routes on side streets and alleys that parallel North Main, including bicycle boulevards and alley surfacing improvements
Draft Mobility Plan for North Main Avenue

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<table>
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</tr>
<tr>
<td>Not a Priority</td>
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**Improve existing and add new wayfinding signage to direct vehicles, bicycles, and pedestrians to key community facilities and preferred transportation routes**

<table>
<thead>
<tr>
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**Do you generally support the analysis and recommendations of the Draft North Main Mobility Plan?**

<table>
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**Do you have other comments about the Draft Plan?**

Answered 29
Skipped 20

2nd access also ave bicycle bike businesses congestion corridor could cross do durango from lanes like main more much
Draft Mobility Plan for North Main Avenue

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Do you have other comments about the Draft Plan?

Name not shown outside Durango
June 27, 2015, 7:17 AM
I would like to see a pedestrian crossing of Main between 27th and 32nd Streets. With businesses like Durango Brewing Company, Animas Chocolate Company and Zia being located on this section, plus Mountain Middle School, helping people cross Main in between these two intersections improves safety and could further calm traffic.

JM Jones inside Durango
June 27, 2015, 7:36 AM
Please designate additional crosswalks between the Rec Ctr and 32nd. Very difficult to get across Main between these two intersections

Name not shown inside Durango
June 27, 2015, 11:29 AM
After decades of discussion
Why is there Still No ART connection to the CBD?-
Even thought it was #2. in the sales tax for trails reauthorization on line survey @ 62%,
Why does the city continue to ignore this most critical of all trails extension at 12th.?

Why extend to Oxbow when people are getting injured crossing at 12th and Camino?
Do we have to wait until someone is killed trying to make an at-grade crossing? Like at Farmington Hill when that teenager was killed?

The HAWK(?) lite is but a small band aid.
Please focus on the this most critical of all mobility projects.

And Yes,
I know this study starts At 14th St.,but
Please focus on this critical crossing-
It needs a tunnel!

Name not shown inside Durango
June 27, 2015, 12:27 PM
1)This corridor needs to be greened up. 2)If an outcome of the Draft Plan stimulates development of privately owned properties, the City must consider things such as height restrictions (i.e. 2 story maximum) and new, more spacious and setbacks to further enhance the character of this corridor.
Neil Hannum inside Durango
June 27, 2015, 12:34 PM

We need to put Hwy. 550 underground. Change overall zoning for higher density, change height restrictions and the place will experience a land rush. But make them (New Building Owners) put parking underground, no more surface level parking allowed, the surface of the planet is the most precious space and we should save it for the human experience as much as possible, just look at the landscape dedicated to cars, it is a complete shame. The "Big Dig" would pay off way more than the "Bridge to Nowhere".

Richard Brown inside Durango
June 27, 2015, 1:22 PM

Too much emphasis is put on customer parking on main with way too many entry and exit points for cars. We need to subsidize public transportation more and make it easier for pedestrians and bicycles. North Main looks like every city USA, and we can make it a much more interesting and inviting place.

Name not shown inside Durango
June 27, 2015, 10:37 PM

This is the ugliest stretch of highway in S. Co. Quality businesses deserve to have a more attractive corridor. The City also needs to look at zoning to encourage more multi-purpose commercial/residential uses. Also, if the changes require redevelopment, we could be waiting a long time.

Debra Van Winegarden inside Durango
June 28, 2015, 6:56 PM

Riding a bicycle on North Main is dangerous and yet I must do it several times a week. PLEASE create bike lanes. Also, the whole scene is esthetically embarrassing.

Name not shown inside Durango
June 29, 2015, 7:48 PM

I don't know what a "pedestrian ramp" is

Name not shown inside Durango
June 30, 2015, 11:29 AM

The city should do everything it can to gain an easement for bikes and pedestrians through the private property at the ends of second avenue at 28th street and 29th street. If done right the landowners could be paid for their property and yet maintain their privacy and security. This easement would keep pedestrians and bicyclists from having to veer into the alley to get through this section of off Main Street travel.

Name not shown inside Durango
June 30, 2015, 10:12 PM
It is important to not lose sight of the fact that this is not only Main Avenue, but Highway 550. Whatever improvements made should not slow the flow of traffic. Traffic is already bumper to bumper at certain times of the day during the school year. A priority must be improving traffic flow, not impeding it, reducing frustration and congestion.

Name not shown inside Durango
July 1, 2015, 1:16 PM

The key cited purpose of this Plan is to "enhance mobility"; in fact, "enhancing mobility" is a means to a higher purpose, which is not clear; this is a hammer looking for a nail to hit. When I look at the parking lot mess of North City Market (and egress south onto North Main), the parking/access problems the City authorized at both Home Slice and Nayarit, and mostly, the lack of reasons for locals or tourists to do much more than go through North Main, it seems to me Planners should spend more time clarifying what the problems are. For example, "safety" is cited...but I watch people every day jay-walk at the Trolley Stop in front of North Market (either getting off the bus or coming across from Spanish Trails) when there is a stop light less than 100 ft. away. Similarly, increasing "mobility" will not encourage or facilitate redevelopment...how many more thrift stores, resale shops, or pawn shops do we need? Changing Code to clean up abandoned/unsold properties would be an easy fix to clean up appearances...at least it'd look more like Cerillos in Santa Fe than Colfax in Aurora. I also second someone's comment about paving the alley at 28th & W. 2nd, although I'm sure the Durango Wheel Club will insist it's their right to ride pelotons up and down North Main (as well as ride too quickly on the River Trail...Boulder had/has this problem in spades).

Susy Raleigh inside Durango
July 7, 2015, 11:15 AM

I don't agree that we should narrow Main Ave vehicle lanes to accommodate 6' bike lanes on either side because I think Main Ave is not conducive to safety for bikes with or without bike lanes. There is just far too much traffic on Main, and bike traffic should be directed to the side streets and the bike path with crossing enhancements to Main as you've included in the draft. Widened sidewalks can serve bikes when they come from the side streets in order to access businesses. I also think the new yellow flashing arrows should be reconsidered because I have witnessed numerous near misses due to people pulling into the middle of the intersection assuming they'll get a chance to turn, but then the light turns red and they either have to back up or turn anyway, against the red light. I think this must be really confusing to visitors. Does this system exist in other towns?

Name not shown inside Durango
July 10, 2015, 1:28 PM

Improving the alley ways, seems like an important task, they are rarely serviced by the city, in 17 years we have had our alley plowed 2x by the city. Side streets and alley travel for bicycles seems much safer than encouraging ridership on the highway. Many businesses on North Main need to allow access to cars. Most are not pedestrian type businesses.
July 10, 2015, 9:31 PM

1) The light at 17th St and Main is very difficult to cross from the North/West corner in order to cross Main to the East side. The button to push is only on the South side of the pole so you can't actually see it if you're standing there (it took me several times before I realized there is a button to push, you just can't see it because it's on the wrong side from where you would stand). The landing is also small to stand on. In addition, sometimes I've pushed the button a few times and it never turns to the walk signal (you have to go through another round of traffic lights). This intersection should be addressed in the plan. 2) The building located on the NorthWest corner of 19th and Main is too close to the corner and big - you actually can't see to the North very well when trying to turn right (very limited visibility). I usually go down the alley instead and turn right from 18th St. If possible, this should be addressed.

Name not shown inside Durango
July 12, 2015, 11:25 AM

It is such an ugly "strip" for beautiful north Durango. It needs aesthetic improvement somehow?!

Name not shown inside Durango
July 12, 2015, 9:19 PM

I would like anything to improve cycling and pedestrian access and safety. I think it is good for business. Thanks.

Name not shown inside Durango
July 13, 2015, 9:10 AM

I frequently walk between Animas View Drive and 2th. The sidewalk on the west side is intermittent and uneven. I don't like to bike on it for fear that I will catch a tire and be thrown in traffic. Traffic goes by at such a high rate of speed I don't feel safe either.

On the East side, there is a section without any sidewalk (north of Earl) so I either cross over and cross back, take my life in my hands walking along that small stretch, or walk along the side street of Earl.

I choose to walk a lot for my health and to reduce my carbon footprint but I do not feel safe when I do walk. I gave up biking, in part, because I don't feel safe biking either.

Name not shown inside Durango
July 14, 2015, 10:36 AM

Durango has made a large investment in bike and pedestrian paths along the river corridor and other areas. This has been good for the community and has provided a safe alternative for bicycle traffic to avoid Highway 550 (North Main Avenue). To encourage more bike traffic on North Main with 6' wide bike lanes on such a busy highway would be problematic, especially since this would require that the traffic lane sizes be reduced to accommodate the bike lanes. An already crowded highway would become even more restricted with the potential for increased accidents.
In any scenario, the center traffic lane must remain. Without the center turning lane, traffic would come to a standstill.

I agree that key locations (not the entire corridor) and intersections should be improved with bike and pedestrian access lanes that are organized to safely lead citizens to businesses, the bike paths, side streets, and alleys already in existence. It is also very important to not inadvertently cause a burden to businesses located along this corridor by restricting customer access via the proposed improvements. It is equally important to not impose a financial burden on the businesses located next to these proposed improvements. North Main cannot afford to have traffic flow impeded any further than it already is. To do so would be counterproductive to the businesses and citizens who rely on this important access on a daily basis.

J Viner inside Durango
July 14, 2015, 2:21 PM

July 14, 2015
North Main Draft Mobility Plan

Options which would narrow Main Ave. to reduce speed on North Main has the potential to increase peak hour traffic using Roosa Ave., a minor arterial. W Park Ave, is also a minor arterial; the intended route for thru traffic using Roosa.

Currently due to congestion on North Main, a significant fraction of thru traffic using Roosa also use W 2nd and W 3rd - neighborhood streets. Neighborhood streets are not designed or intended for cut-thru traffic. Narrowing North Main could cause a significant increase in neighborhood cut-thru traffic. Past traffic studies (if I remember correctly, traffic analyses done in conjunction with development of the 2007 Comprehensive Plan) indicate future North Main congestion to be one of the City’s most serious traffic congestion problems. The potential of significant neighborhood cut-thru traffic on W 3rd and W 2nd and traffic on Roosa needs to be studied carefully before implementing any change on North Main to reduce travel speeds and after implementing such changes. If it turns out that restriping create unacceptable congestion, then it can be reversed based on facts.

Recommendation - I recommend that the North Main Mobility Plan include a statement for the need of a traffic study of congestion potential on North Main and neighborhood cut-thru traffic prior to implementing any change that could affect congestion.

John Viner

Name not shown outside Durango
July 14, 2015, 3:06 PM

Creation of 11-ft-wide motorist lanes is a safety issue for all motorists, but principally locals/visitors using commercial and recreational trailers, large recreational motor homes, and commercial trucking. Presumed benefit of including bicycle lanes is proportionally far less than that of improvements that would benefit motorists. Improvements and elimination of shortcomings of existing designated bicycle routes should be a primary objective, rather than adding bicycle lanes at the expense of decreasing motorist lanes and resulting decrease in safety to motorists.
Name not shown inside Durango  
July 14, 2015, 10:53 PM

6ft for bikes no. put them on side streets or the bike path. Medians will hurt access to business. overpass or underpass cost is to much, use blinking signs like 7th and camino.

Tom Breed inside Durango  
July 15, 2015, 9:15 AM

Based upon the impact of the recent changes around the DoubleTree the City needs to accept the fact the vehicle traffic, bicycles, and pedestrians do not mix. The primary purpose of North Main is to move vehicles, it is the only way to move traffic thru Durango. Bicycles and pedestrians need to move by other means, side streets and designated paths.

Name not shown inside Durango  
July 16, 2015, 9:03 AM

Agree with the intent but some concerns. I do not agree with medians as pedestrian refuges. This will encourage jaywalking rather than discourage. Better marked, more, and flashing lights for crosswalks are better options. Underpass near high school/rec center is a really bad idea. I am a teacher and believe there is no such thing as a bad kid. However, kids in a hiding space is trouble. This should be an overpass for visability. Everything from bullying, smoking, drinking, graffiti, homeless gathering, etc. will be an issue in an underpass here. I do not think bike lanes on 550 will provide safety in this area. There are too many driveways with too much traffic. Even with a large bike lane I would not consider this a safe option. I ride on alleys and side streets now and would continue to do so even with bike lanes. I put the priority on established bike routes around 550. Wider sidewalks are important, a barrier between sidewalk and traffic would provide more safety. I walk with my students on back streets because the sidewalks are too small and too close to the traffic. Thank you for the opportunity to provide input.

Name not shown inside Durango  
July 16, 2015, 10:05 AM

The plan does not address east-west bicycle travel on West 2nd Ave at the 25th Street intersection although West 2nd is a designated bicycle route. Crossing 25th during high traffic times is incredibly difficult for cycling commuters. Could the City consider a stop sign on 25th at this intersection to allow east-west bicycle traffic to safely cross 25th on West 2nd?

Josh Martin inside Durango  
July 16, 2015, 9:55 PM

I have four issues I would like to see addressed:  
1. I would love to see dedicated pull-outs for the trolley along North Main so that the trolley can pull completely out of the flow of traffic when it stops to pick up or drop off passengers. 
2. I feel there needs to be more dedicated right turn lanes along North Main. There are so many driveways, etc. off of North Main, traffic frequently has to come to a stop to allow cars to turn right off of North Main. The most
critical places needing right turn lanes are north-bound Main Ave onto E. 15th Street, north-bound into Durango High School, south-bound Main Ave onto W. 24th Street, and south-bound Main Ave onto W. 25th Street.
3. While school is in session, traffic on North Main gets backed up for several blocks around the high school from 7:30 AM to 8:15 AM. It would be great if two left-turn lanes could be configured on south-bound North Main, turning into the high school.
4. With so many driveways and streets intersecting North Main, I feel it would be best to encourage bicyclists to use W. 2nd Ave or E. 2nd Ave, rather than North Main.
Thank you!
July 14, 2015

North Main Draft Mobility Plan

Options which would narrow Main Ave. to reduce speed on North Main has the potential to increase peak hour traffic using Roosa Ave., a minor arterial. W Park Ave, is also a minor arterial; the intended route for thru traffic using Roosa.

Currently due to congestion on North Main, a significant fraction of thru traffic using Roosa also use W 2nd and W 3rd - neighborhood streets. Neighborhood streets are not designed or intended for cut-thru traffic.

Narrowing North Main could cause a significant increase in neighborhood cut-thru traffic. Past traffic studies (if I remember correctly, traffic analyses done in conjunction with development of the 2007 Comprehensive Plan)
indicate future North Main congestion to be one of the City’s most serious traffic congestion problems.

The potential of significant neighborhood cut-thru traffic on W 3rd and W 2nd and traffic on Roosa needs to be studied carefully before implementing any change on North Main to reduce travel speeds and after implementing such changes. If it turns out that restriping create unacceptable congestion, then it can be reversed based on facts.

**Recommendation** - I recommend that the North Main Mobility Plan include a statement for the need of a traffic study of congestion potential on North Main and neighborhood cut-thru traffic prior to implementing any change that could affect congestion.

John Viner

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**From:** paul wilbert <pwilbert32@gmail.com>
**Date:** July 19, 2015 at 5:37:31 AM MDT
**To:** Amber Blake <amber.blake@durangogov.org>
**Subject:** North Main Junction creek underpass.

Hi Amber

Just heading out on a san juan trip. I noticed that the north main plan didn't call out an underpass at Junction Creek. I believe it's in the post and multi modal master plans, not sure. But it does seem like a natural spot - 9R owns the east side, and there's only one owner on the west between the street and Brookside park.

I've looked at that box culvert many times and it appears to have potential using the existing structure. Have you taken a look at it? If not a crossing could be incorporated when cdot replaces it at some point.

Thanks for all your good work and advocacy!
On Jul 20, 2015, at 1:38 PM, Peter Schertz - Maria's Bookshop <peter@mariasbookshop.com> wrote:

Thanks for all the hard work in planning for improvements to North Main. A few ideas and suggestions:

1. Expand the boundaries of the project to get bicycle traffic completely off of North Main. Use of bicycle boulevards and cycle tracks on adjacent roadways are preferred over shared lane markings on Main Avenue. Explore the opportunities to have bicycle traffic on streets parallel to Main that offer significantly more enjoyable and safer paths. West 2nd and 3rd offer the perfect opportunity for this. Sharing the road is an oft used and overrated concept. I’d rather give North Main to trucks and cars rather than fight to share it. Riding on either east or west 2nd Ave, depending on the section of town is much more appealing. It will also save a lot of green paint! Getting bike traffic separated from auto traffic will offer some relief to the design and make it safer and more pleasant for peds as there is more room for wider sidewalks, median refuges, curb extensions and landscape areas.

2. Our current intersection logic is backwards. Cars have to stop for other cars at intersections, but they only have to yield to pedestrians. There is no good reason that cars should not stop (rather than simply yield) for pedestrians at busy intersections as well. To many drivers, the idea of only having to yield to a pedestrian, causes them to make judgement calls that often result in driving dangerously close to pedestrians crossing streets. A pedestrian crossing system that requires drivers to stop for a reasonable amount of time makes sense. It’s what we do for cars.

3. Install no more HAWK signals – they are one of the most dangerous pedestrian tools invented. Drivers and pedestrians are confused by them and they give pedestrians a false sense of security. The simple red/yellow/green stoplight that the entire world understands is the best solution for pedestrian crossings.

4. Trees are not mentioned in the plan; not even under the “streetscape improvements” description. Do not forget the trees! Trees help to make ped and bike traffic more pleasant. They are also traffic calming devices and well as noise abatement tools. Trees should be an integral part of all sidewalk improvements. Ensure that tree opportunities are maximized on public right of ways. In addition, this is a good opportunity to ensure that all business property in project area is brought up to current city landscape code.

5. There is a pedestrian/sidewalk gap between 35th and 36th on east side of North Main that is not indicated on your map. The terrain is tough here to install a sidewalk, but a solution is needed. It’s also a dangerous curve in the road that many people walk through on the highway. A solution is needed as pedestrians walking north from 32nd street have no indication that the sidewalk ends at 35th.

6. The intersection on Main Ave and 27th Street is dangerous for pedestrians after school when Miller Middle School is out each afternoon. Students come out of the school campus and walk/bike eastward on the north side of 27th St. to cross Main to access Rec. Ctr., Boys and Girls Club, north bound trolley stop etc. Many cars are heading eastward on 27th as well, having just picked up students and are trying to turn north on Main. The short green light for cars occurring simultaneously with the ped walk light sets up a dangerous conflict.

Peter Schertz  
Maria’s Bookshop  
Owner  
960 Main Avenue  
Durango, CO 81301  
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970.769.1244 (mobile)  
peter@mariasbookshop.com  
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Mr. Watson,
No problem, it's the least I can do considering you put some time in researching your questions. Your questions are typical for this type of project, and sharing my response with the City of Durango allows them to forward to others with similar questions.
Thanks,
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Thomas Humphrey PE
Transportation Engineer

P 970-385-3637  |  3803 North Main Avenue, Suite 100, Durango, CO 81301  
thomas.humphrey@state.co.us  |  www.codot.gov  |  www.cotrip.org

On Mon, Jul 20, 2015 at 3:14 PM, John Watson <woodworkwatson@gmail.com> wrote:
Mr. Humphrey,

My sincere appreciation for you time and comments in response to my questions; I know you're very busy with regular (and irregular) engineering challenges around this District.

Best regards and keep up the good work!
John Watson
3201 W. 5th Ave.
Durango
On Jul 20, 2015, at 8:53 AM, Humphrey - CDOT, Thomas <thomas.humphrey@state.co.us> wrote:

Mr. Watson,
Thank you for your comments. CDOT is working with the City on the North Main Mobility study, and has been providing comments. CDOT Region 5 Durango has an excellent working relationship with Amber Blake's team, and we have collaborated on multiple past projects.

CDOT has a Bike and Pedestrian Policy, which has been made state law CRS 43-1-120. While cycling on N Main may not be something everyone chooses to do, there is clear direction that CDOT is to provide mode choice by enhancing safety and mobility for bicyclists and pedestrians on or along the state highway system. It is also clear that cyclists have the legal right to use N Main, and that there is no current cycling infrastructure to support that.

Are 11' Lanes Safe for busy Urban Lower Speed Roads? - Yes, and this includes roads that typically carry large trucks. For low speed roads, the article from Sprinkle Consulting you attached in your e-mail does a good job of summarizing some of the current research and guidelines on this topic. In general, safety and capacity are not adversely impacted by reducing lane widths to as little as 10 feet, and that there are benefits to narrower lane widths than 12'.

The AASHTO Green Book, cited in the Sprinkle Consulting article, is formally adopted as design guidance by state DOT's across the country, including CDOT. The same section of the AASHTO Green Book cited in the article states that 11' lanes are extensively used for urban arterial (This is the roadway classification N Main falls under) designs. In other words, roads like N Main are quite often planned and designed with 11' lanes from the start, and have been in use elsewhere for many years. The AASHTO Green Book indeed establishes 10' as the recommended minimum for low speed streets rural (no signals) and urban (w/signals), and it clearly states that 45 MPH and below is what it defines as low speed (There's numerous different design criteria for low and high speed roads.) It also states that 11' lanes are adequate for through lanes, continuous two-way left turn lanes (Term for the painted center turn lane currently on N Main), and that 10' is adequate for dedicated left turn lanes. The AASHTO Green Book goes on to discuss going above the 10' minimum for low speed roads if substantial truck traffic is anticipated. Pretty much everything people eat, wear, drive, ride or build with travels by large truck on the state highway system, and Durango is no exception.

CDOT typically has built 12' lanes whether it was a 75 MPH interstate or a low speed urban city street that happens to also be part of the state/national highway system. Virtually all Semi tractor trailers are 102" wide as you mention, and have no problem using 12' lanes at 65 MPH on two lane highways with minimal paved shoulders, such as some of the rural highways we have in CDOT Region 5. These same trucks navigating 12' lanes at high speeds have no problems navigating 11' lanes (6" less each side) at low speeds. CDOT Region 5 already has some 11' lanes (In some cases down to 10.5') on lower speed high volume roads with large trucks, and we have not had any problems (These roads also have paved shoulders or bike lanes, you would not want heavy trucks on the edge of pavement). We would not have concerns with going to 10' lanes in low speed situations if it were not for the large trucks that rely on the state highway system to serve all of us the end users. As far as the 6' bike lanes, in a curved section the minimum is 5', but the recommendation is 6' if there is a 2' gutter because of the edge of pavement /gutter joint being is essentially in the middle of a 5' bike lane.

If anything, making lanes wider exacerbates the problem of people wandering outside their lane. If large trucks can navigate 11' lanes without incident, there's no excuse for people driving passenger vehicles or anything smaller than a semi to not be able to do the same. To fix the issue of people using the center turn lanes as merge lanes and reinforce that they are only for left turns off of N Main requires raised curbed medians. Raised curbed medians would also eliminate trucks illegally parking in the center turn lane and hand carting goods across live lanes of traffic and creating a dangerous situation for everyone. Raised curbed medians also provide many other safety (motorists, cyclist and pedestrian) and operational benefits. While the current study proposes raised curbed medians in a few locations, there would need to be a joint CDOT/City of Durango Access Management Plan with additional public process for more extensive installation of raised medians north of 17th (An Access Management Plan for West US 160/US 550 to 17th calling for medians was approved with public input back in 2009). CDOT R5 has paint only medians of 12' (1' larger than the AASHTO minimum) and goes to 14' medians if there is to be a raised curbed median, both configurations work well. The current painted median on N Mains 18', so a portion of that median can be allocated for other uses.

How would it all fit?
Current- CDOT As Constructed plans show that for the narrowest sections of N Main the roadway cross section is 4- 12' lanes + 18' painted median + 2- 2' gutters each side of the roadway =70 curb to curb.
Proposed- 2- 6' bike lanes (this includes the 2' gutters) + 4- 11' lanes + 14' painted median (also accommodates raised curbed medians, current proposed or future) = 70' curb to curb

Retrofitting in bike lanes by providing narrower than 12' lanes and narrower medians has successfully been done countless times across the country for years. Often these retrofits are in much larger cities that have much more traffic than Durango.

Traffic Signals- You mentioned signals to slow traffic. Signals may not reduce speeds, there are many high speed >45 signals in R5. It is worth noting that traffic signals increase accidents the vast majority of the time, and always reduce capacity. That is why before a signal goes in an engineering study, the national guidelines of which are in the Manual on Uniform Traffic Control Devices, to show the pros need to outweigh the cons. There are other more effective measures that can be used to slow traffic.

Herald Article "Do-Over"- Title and words like "re-surfacing" makes it sound like N Main is being re-built or re-paved in the near future, there are no plans for that anytime soon. The "15' lanes" the article mentions are likely a reference to the wide pavement sections at some of the intersection leftover from previous configurations from decades ago (At one point in time sections of N Main had 6 through lanes, with rt turn lanes and a left turn lane at major intersections. The lanes were 7'-9', and there were issues with having lanes that small. What is being planned:

Micro grinding N main Road Surface- Removing a very small portion of the top concrete surface of the entire width and length of N Main to re-establish skid resistance. Traffic over the years will polish a concrete road, resulting in longer stopping distances, especially if wet. Micro-grinding re-establishes a gritty surface to help fix that. Micro grinding would also remove any of the old grooves from the old striping, so that if the striping is changed there is no remnant (known as pavement scarring) from the old striping. Micro grinding has been discussed for several years, and if striping configurations are to be changed it makes sense to do it in conjunction with the micro surfacing project.

ADA Sidewalk Ramps- There's currently several projects in the pipeline to install Americans with Disabilities Act compliant curb ramps on N Main (US 550). This likely will occur in sections over several years over several projects. The current curbs in place date back to the early mid 60's and many have no sidewalk ramps whatsoever.

Signal Upgrades- There are planned upgrades of the old existing old span wire signals to signal poles and mast arms (22nd and 32nd). If funding can be obtained to re-configure these signals to make these intersections more efficient and better serve all users, CDOT will try to do that. At a minimum we would want the new poles to work for future planned intersection improvements.

Other Projects From the Final Approved Study- Would need to seek out funding, and many of those beyond the curb line would occur if properties re-develop.

Thanks,

--

Thomas Humphrey PE
Transportation Engineer

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thomas.humphrey@state.co.us | www.codot.gov | www.cotrip.org

On Thu, Jul 16, 2015 at 8:15 AM, Heinlein - CDOT, Jo <jo.heinlein@state.co.us> wrote:

Tommy, Mike said I should send emails and calls re: North Main to you (or the City). I've been directing phone calls to the City, but I wanted to pass this on to you since these are roadway design questions. Should I pass all the calls to you, too?
The recent study, survey, and meetings around North Main in Durango (Hwy 550) seem all too political for me. I spent time in contributing my input, but the basic premise seems to be (clearly driven by Amber Blake) that we HAVE to do something, and we have the monies and this is a high priority. The survey doesn't ask questions about alternatives or impact...

...which is why I'm writing you, as representatives of CDOT...who I find to be always logical and responsive. I'm a big supporter of what you do (I know that's not fashionable)...from road repairs, engineering, to snow plowing...all a challenge in our region.

I'm a active road bicyclist, but I stay off North Main if at all possible, choosing to ride on the River Trail or West 2nd or 3rd to get to town. In general I don't like riding my bike downtown anyway, largely because of the difficulty of getting around once you're there and locking bikes, not to mention the crowds on the roads from the summer tourist season.

My question to you regarding the seemingly done deal....how can you possibly squeeze in two 6ft bike lanes and do it safely? Is it good, and safe, engineering to narrow lanes from 14ft to 11ft? The wandering tourists, hurried commercial vehicles, and rush hour locals have trouble staying in their lanes as it is. I can't help but think this will exacerbate problems with the center left-turn lanes (so often used by people "merging" into traffic), squeezing traffic ever closer to vehicles there (which are sometimes parked there, e.g. commercial semi's unloading).

Thanks in advance for your time and consideration...
Regards,
John Watson
3201 W. 5th Ave.
Durango, CO

References:

"Residents Favor...":
http://www.durangoherald.com/article/20150713/NEWS01/150719831/Residents-favor-north-Main-Avenue-do-over-

This only makes sense to me if North Main traffic slows down with more stop-lights (and becomes less like Highway 550):
http://nacto.org/docs/usdg/lane_widths_on_safety_and_capacity_petritsch.pdf

With commercial trucks allowed to be 102" wide (8-1/2ft), that's barely 1ft clear on each side in an 11ft lane:
https://en.m.wikipedia.org/wiki/Lane
To: Amber Blake  
From: Trails 2000  
Date: July 17, 2015  

Re: North Main Comments

The North Main redesign is much needed project; it fits in with the City Council’s goal of a sense of place and clearly improves pedestrian and bike safety and access. It also offers an identity plan for North Main.

Comments include:

1. Designate Mountain Middle School as a School Zone implementing all of the other practices used around public schools: Reduce the speed zone to 15 mph; identify and sign it as School Zone; stripe and paint bike lanes; encourage connectivity so kids can safely walk and ride to school including bringing MMS into the fold for Bike and Walk to Work Day.
2. Make W. 2nd a true bikeway.
3. Design bikes lanes that are not also car parking lanes. This is a current safety issues on W 2nd. Sharrows are one option but a true bike avenue on W 2nd would be a great addition.
5. The feeling of walking on North Main is that you are walking in the road, the sidewalks are too close to the road and there is not meaningful landscaping to improve the experience or feeling of safety.
6. Improve the lunch time and after school traffic flow at the Durango High School crossing and create a more enjoyable bike/ped experience at that intersection. An underpass to the Rec Center/Fairgrounds/High school from the West side of Main Street/550 is needed.
7. Increase the Police patrol for cars running red lights, particularly at the high bike/ped intersections like 18th, 22nd and 24th.
8. Extend the Animas River Trail to Animas View Drive.

Your Key Recommendations are spot on, additional comments in italics:

- Re stripe North Main to create 6’ bike lanes on either side of the roadway.
- Install accessible pedestrian ramps at all intersections.
- Restripe Animas River bridge & widen sidewalks
- Improve 19 Street pedestrian crossing
- Reconstruct the N Main and 22nd Street intersection to improve traffic movements, bicycle safety, and pedestrian safety. The southwest corner is particularly problematic with a 2 foot gutter which prevents bicyclists from reaching the button from the street. Please add a sign at the light to direct users to the ART spur.
- Reconstruct the N Main and 32nd Street Intersection to improve traffic movements and pedestrian safety. Include an arrow on how to access the ART spur.
- Install pedestrian crossing near 35th Street and Include an arrow on how to access the ART spur.
- Improve bicycle routes on side streets and alleys that parallel N Main including bicycle boulevards and alley surfacing improvements particularly to Mountain Middle.
- Improve existing & add new wayfinding signage with branding ID

Other neighborhoods have found identifying neighborhood naming to be great marketing such as identifying the characteristics of North Main such as independently owned local businesses like Animas Chocolate, Zuke’s, Zia, April’s Gardens and hotel alley. Not unlike Historic Downtown, North Main has a lot of character to capitalize on. Unique signage along North Main differentiated by color and a NoMa logo are some ideas to market the area.

From an Inside Business article: “As other Cities have learned in branding neighborhoods: It’s far from being the only new Denver neighborhood acronym out there. There’s also “NoDo,” for north downtown. That term surfaced almost two decades ago, before the city broke ground on Coors Field. At the time, there was only one enthusiastic neighbor lobbying for that brand.
"The first thing you need to do is get people to recognize that the neighborhood even exists," says Karle Seydel, an urban planner credited by downtown residents with being the first to float the term NoDo.
"Back then, North Downtown was not even on the map," he says. "It was the forgotten side of downtown Denver."
So what makes neighborhood branding work? Lower Manhattan was one of the first areas of New York City to refer to where people lived. Still, New Yorkers rarely
referred to that neighborhood as "SoHo" before city officials designated it an historic district in the 1973. And that was only after the "boho" crowd deemed SoHo a fun place to be.

Back home, Dick Kreck was the first Denverite to use Denver's most familiar neighborhood acronym: LoDo. "I think it stuck because it is an identifiable, defined area," says the longtime Denver Post columnist.

Thank you for identifying this project and I hope our comments are included in the final plan.

Best,

Mary

Mary Monroe Brown
Executive Director
Trails 2000
Mr. MacKown:

Thank you for sharing your thoughts about the planning efforts underway to improve our North Main corridor. The North Main Mobility Study is the first step of a much greater comprehensive planning study.

The success of this study will depend on public engagement and participation. Your input is important to us. We encourage your participation in future planning events aimed at public education.

I note that you live in Ignacio and you have used Aztec NM as an example. Neither of these communities have the benefit of a planning staff as qualified and experienced as the staff who work for the City of Durango. Durango has been recognized nationally and within the state of Colorado for many planning and multi-modal achievements. We have a long list of state and national awards to demonstrate our competence and success.

North Main Avenue is actually Colorado State Highway 550. As such, the Colorado Department of Transportation (CDOT) is ultimately responsible for approving any changes as a result of our planning efforts. CDOT is a partner with the City and has indicated a willingness to work with us. In fact, they have encouraged us to engage in this planning effort. CDOT has also indicated they will fund various portions of the intersection improvements along this corridor.

You are correct in stating that these improvements affect all residents of La Plata County. Sometimes people forget that City residents are also La Plata County residents and we pay property taxes to the County just like you and other residents of Ignacio do. CDOT might argue that this project is important to all residents of the state by virtue of CSH 550 is part of the state highway network. La Plata County Commissioners and staff are welcome to provide thoughts and input, however, they do not have jurisdiction or authority over this planning effort. As City Manager, I would never send City staff to comment on planning efforts within the Towns of Bayfield or Ignacio. I doubt that would be well received in Ignacio, if city staff decided to comment on road improvements being considered by the Town Board.

Please enjoy the wonderful summer weather. Thanks again for sharing your thoughts.

Ron LeBlanc
City Manager
949 E. 2nd Ave.
Durango CO 81301
970-375-5005
Effective immediately, please use my new email Ron.LeBlanc@Durangogov.org

> -----Original Message-----
> From: Charles MacKown [mailto:charles.mackown@mac.com]
> Sent: Tuesday, July 14, 2015 2:42 PM
> To: Blake, Amber
> Cc: Shine, Scott
> Subject: North Main Corridor Planning
> 
> Ms Blake - After reading today's article "Residents favor north Main Avenue do-over" in the Durango Herald, I decided to read more about the plans for this route contained in the "North Main Corridor Planning" document. I am a county resident, but
regularly use 550/ North Main, and I am concerned about the need to include bicycle lanes at the expense of existing lane
widths. Reducing lanes to 11 ft creates undue hazard risks for motorists, both La Plata County residents and visitors. My
concerns are that the margin for driving errors is diminished for all motorists, particularly those with trailers (commercial and
recreational), recreational vehicles (motor homes), and commercial trucking. Bicycle lane use will never exceed that of
motorists use on this route and likely their inclusion proportionally far exceeds the benefit. Improvements and elimination of
shortcomings of existing designated bicycle routes should be the

objective of enhancing bicycle use adjacent to the 550/Main corridor.

I am not anti-bicycles; in the past I commuted to work by bike (not in La Plata County), rode bikes for recreation, and used road
riding to train for amateur road, cyclocross, and MTB racing. I continue to road ride and MTB recreationally, so do not lump me
among those locals that are anti-bicycles. My concern is simply one of safety. If you have traveled through downtown Aztec,
NM as a motorist, then you will develop a feel for what 11 ft lanes may mean when you share the road with large commercial
and recreational vehicles.

Finally, neither the Herald article or the North Main Corridor Planning document mentioned inclusion of La Plata County
government Commissioners and Planers in the development and presumably implementation of the vision Durango government
has for 550/North Main. Perhaps this is simply an oversight of the authors of the article and planning document; please tell me
it is not an oversight. I will be contacting the La Plata County Commissioners, to assure that they are involved in this Durango
government effort that affects all residents of La Plata County.

Sincerely,

Charles MacKown
531 Frontier Dr
Ignacio, CO

970-426-1692
From: Supino, Phillip  
Sent: Wednesday, July 08, 2015 10:20 AM  
To: Neil Hannum  
Cc: Hoch, Greg  
Subject: RE: North Main Plan

Dear Neil:

Thanks for your question. It is a good one to which there are two answers. First, the North Main planning process has two components: a mobility plan and a ‘character district’ (or built environment and land use) study. The former was a one-off project initiated when the City was awarded a grant to undertake it. The grant dictated some of the parameters of the study, including its scope. Were we to expand the study area into the adjacent residential neighborhoods, it would be difficult to know precisely where to draw the line of where the impacts stop. So staff, the consultants funded by the grant and the grantor (the Sonoran Institute) decided to limit the scope of the mobility portion to the commercial corridor. Drawing the boundary along the alleys provided us a workable study area size, but I think you will find that many of the recommendations for improvement to mobility in the corridor take into account issues related to the adjacent neighborhood. For example, the proposed cross-walk improvements to 17th Street and Main are primarily to facilitate residents moving from the west avenues neighborhood to the library on the east side of Main.

To put it another way, we certainly don’t plan in a bubble, but it is important to draw boundaries to limit the scope of our work to a reasonable size. Focusing on the commercial corridor in this process didn’t preclude us from taking into account the needs of adjacent neighborhoods. And the notice you should have received in the mail soliciting public comment on the plan was sent to some 800+ residents near to and impacted by the corridor. This is an important way for us to solicit input without having a room packed with hundreds of people all trying to be heard.

The character district analysis, that we will undertake soon, is less of a public planning process than it is an inventory of what is presently happening along the commercial corridor (buildings and land uses) and how it relates to the new land use code adopted 12 months ago. As most in the community are well aware, there are some old buildings and uses in the Main Ave. corridor that are out dated and incompatible with the adjacent residential neighborhoods. It is our hope that, with the new code in place, over time those out dated, auto-centric uses will give way to softer, nicer and more appropriate land uses and structures. Reduced impacts to your neighborhood from traffic and commercial activity should result from that. Our study is meant to show us specific land uses, blocks and buildings on which we
should focus our attention, as well as how our regulations will shape future development in the commercial corridor. It is not going to be a redevelopment plan, as has been suggested in the paper and other venues.

Second, as you rightly point out, it is important to include all stakeholders in planning discussions that impact their neighborhoods. However, the North Main corridor is so long and large, and the impacts and needs of adjacent neighborhoods so diverse, that it would be unwieldy to conduct a comprehensive planning process for the whole area. (I am envisioning a public meeting with 350 people packed into a room all trying to have a voice; not exactly an efficient process.) So it is our intention, once we have completed our character district analysis, to break the corridor and adjacent neighborhoods into workable pieces and conduct public input-based planning process to address the unique circumstances of those discrete areas. Input from residents in those areas will be central to those smaller processes. However, as I said, our purpose now is simply to understand better what is present in the corridor and how it relates to our new regulations, which will shape the future buildings and land uses in the area.

This was a long answer to a very direct question, but it is important to me that you, as an engaged and thoughtful resident, understand the scope of our undertakings on North Main, as well as the long timeline associated with it. The short answer is that we are planning on doing exactly what you suggest, but it will take some time to unfold. There will be ample opportunity for input, and I, for one, am excited to hear from residents such as yourself about how to develop a more functional, more attractive and less impactful commercial corridor next to our residential neighborhoods. (If the drawing you submitted with your Mountain Middle School comments is any indication, your input will be visionary and thoughtful.) In the meantime, I hope you continue to engage the process and provide us with your input and ideas. Thanks for your time and chips. (My addiction to Hav'e tortilla chips has given way to your Salty tortilla chips.)

Cheers,

From: Neil Hannum [mailto:neilhannum@gmail.com]
Sent: Wednesday, July 08, 2015 8:10 AM
To: Supino, Phillip
Subject: North Main Plan

Phillip,

Some of us were talking about the proposed expansion of Mountain Middle School and wondered how it fit into the N. Main Plan. As I was looking through the North Main Redevelopment Plan I noticed that the boundaries were drawn down the alley a half a block off of Main Street in either direction and I could not find much in the plan that addresses how the residential side of the block is impacted from development.

As a resident of the North Main area, I live 1 block off on W. 2nd., I am wondering why we were not included in the stakeholder meeting held on May 4th, since those of us who live 1 block away from Main Ave feel the impact of the increased business traffic.

In the ariel view in the document at your web site (http://www.durangogov.org/DocumentCenter/View/4857) you see a delivery truck leaving Zia and heading into the residential neighborhood.

I feel that the city needs to include the property owners, who are adjacent to the business districts, in the discussion.

Thanks for your time and I am hoping that your team will be addressing these issues.

Sincerely,
Neil Hannum
July 15, 2015

City of Durango
Community Development
Attn: Mr. Scott Shine, Planner
1235 Comino Del Rio
Durango, CO 81301

RE: NORTH MAIN MOBILITY PLAN – PUBLIC COMMENTS

Dear Mr. Shine:

This letter is in response to the draft North Main Mobility Plan Public Comment Period. From the perspective of a business operator, and a cyclist within the North Main Study Area, I am greatly concerned about the plan to eliminate the wide median and left turn capabilities along the corridor in order to make two 6’ bike lanes along the corridor. My concerns are related to business competitiveness and cyclist safety.

The businesses along North Main are generally small locally owned businesses that struggle to survive and compete with the national chains and big box stores. This is compounded by the City’s efforts to promote development in the Three Springs area with new infrastructure spending designed to attract even more national and big box retailers.

One of the few advantages the small business owners have along North Main is the ability to offer a convenient location for the residents on the north end of town and from the portion of town which is immediately south of the study area. A significant component to this customer convenience is the ability to turn left when coming from either direction. Eliminating the ability to use the center median and make left turns along this corridor will hurt local business.

Bicycle alternatives for traveling either north or south from one end of North Main to the other already exist. The river trail is an excellent means of traveling safely north and south and cyclists can access North Main at 14th Street, 22nd Street, 27th Street, and 32nd Street. On the west side of North Main, bicycles can travel easily with very little traffic along both West 2nd Avenue and West 3rd Avenue.

Slowing traffic on North Main and eliminating left turn capability by eliminating the median will likely drive MORE traffic onto West 2nd and West 3rd Avenues as motorists are forced to turn earlier than normal and take the side streets to get to their intended North Main destination. Residents of these side streets should be made aware of the potential that more traffic will find its way onto these residential streets as a result of eliminating the wide center median on North Main and traffic slowing.

The existing bicycle alternatives to North Main for north/south travel are much safer than establishing a painted line for bicycle lanes along the already heavily traveled state Highway 550. It seems to me that
the plan will greatly constrain traffic and contribute to vehicle/bicycle conflicts on North Main and a much higher likelihood of serious injuries and fatalities to cyclists along this busy state highway. Given the substantial and likely growing vehicle volume along North Main, the community should seriously question the wisdom of encouraging bicycle traffic along this heavily traveled corridor when safer alternatives already exist.

I strongly encourage the City to reject the idea of eliminating the existing center median along North Main in order to encourage bicycle traffic along this busy state highway. This will hurt local business and is unsafe.

Sincerely,

Jay Bruton
1920 Crestview
Durango, CO 81301
DRAFT NORTH MAIN AVENUE MOBILITY PLAN
Public Comment Form

Name: Mary Puller

Address: 2370 C.R. 204 DGO CO 8(30)

Comments:

- CEMENT MEDIAN TOO HIGH AT 7TH + CIVIC DEL PICO - MOTORISTS DO NOT SEE A FULL FIGURE WHO IS TRYING TO CROSS. I HAVE WITNESSED 3 INDIVIDUALS WHO HAVE ALMOST BEEN HIT (REMOVED)

- LESS CEMENT - LESS DEVELOPMENT

- CEMENT MEDIAN W/ BUSTERS + TREES

- LOWER SPEED LIMIT TO 20 - 25 MPH + OFF-PEAK CAR PARK AT 32ND OR 33RD + A8K INDIVIDUALS TO USE TRANSIT + MORE FREQUENT TIMES FOR TRANSIT
- More trees planted on either side of N. Main
- Create shade / cool - less cement
- Is city going to put in more irrigation (drip)
- Re-design lighting
- Can city post properly smell to re-design business fronts? (per new city codes)
- Simplifying water systems for sustainable living
Name: Tim Halcworth

Address: 850 1/2 Main, #2 Boji, CO 81301

Comments: The Durango Business Improvement District supports this plan!

We really like the crossings at 30th & 19th & 35th.

Please watch business access as this plan comes to fruition.
DRAFT NORTH MAIN AVENUE MOBILITY PLAN
Public Comment Form

Name: Joe + Phillip

Address: RC 14

Comments: Add signage to Section in character assessment

Get Kevin’s eco center for RCH HAWK
Plan looks great.

My biggest concern is for safety of pedestrians crossing Main.

Currently crossing Main is difficult, often at the lights at times. Wait is really long at lights.

This plan will be a great improvement. Hope it works.

Ed Horvat