PUBLIC MEETING #1
SEPTEMBER 12, 2018
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2018 -2021
CITY OF DURANGO
COLLEGE DRIVE &
8TH AVENUE
SAFETY PROJECT
Russell Planning & Engineering, Inc.

• A proven record of successfully developing and implementing public and private projects:

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Roles & Responsibilities

**RUSSELL** – Provide Overall Design of Project from Inception to completion

**ALTA PLANNING + DESIGN** – Provide Multimodal Alternatives with a Global Perspective

**GROUNDWORK STUDIO** – Provide Landscaping and Public Outreach Assistance

**FARNSWORTH GROUP** – Provide Project ROW Model and Topographic Survey

**ECOSPHERE** – Provide Project Environmental Clearances

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- Jennifer Hill
- Sarah Dodson
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THIS MEETING TO DISCUSS:

1. PURPOSE AND NEED FOR CORRIDOR SAFETY IMPROVEMENTS
2. GOALS INCLUDING IDEAS TO MINIMIZE BUSINESS DISRUPTION
3. BUDGET & SCHEDULE
4. DESIGN CONCEPTS & ALTERNATIVES
5. GATHER INPUT FROM THE STAKEHOLDERS
6. DETERMINE BEST LOCATION(S) FOR NEW PEDESTRIAN CROSSINGS
PROJECT FUNDING:

1. Highway Safety Improvement Program (HSIP) Grant = $779,877
2. Funding Advancements for Surface Transportation and Economic Recovery Act of 2009 (FASTER) & Federal Transit Administration (FTA) Grant = $300,000
3. City of Durango Match & Overmatch = $1,020,123
4. TOTAL BUDGET = 2.1 Million

SPECIFIC REQUIREMENTS FOR FUNDING:

- CDOT Oversight of Project
- Safety Improvements = Improve Corridor Safety & Efficiency
- Improve Transit Facilities and Accessibility to Transit Stops
- Incorporate/Improve Pedestrian & Bicycle Facilities
STAKEHOLDERS AND OUTREACH:

1. You, the Public
   - Mailing notification to 583 Property Owners
   - 300 Post Cards Delivered Door-to-Door
   - E-Newsletter to 2,480 People
   - Weekly Reminder to 1,224 People
   - Press Release (9/4/18)

2. Corridor Businesses and Property Owners

3. Park Elementary School (440 Students/60 Staff)

4. Horse Gulch Medical Facility & Recreation Users

5. Transit Riders, Pedestrians & Bicyclists

6. Fort Lewis College (FLC)

7. City of Durango, and CDOT
SURVEY:

1. HOW MANY OF YOU:
   - DRIVE THE CORRIDOR?
   - USE THE TRANSIT SYSTEM IN THE CORRIDOR?
   - WALK CORRIDOR?
   - RIDE BIKE/ROLL IN CORRIDOR?
   - HOW OFTEN?
ANALYZE EXISTING DATA AND CORRIDOR INFORMATION

- **CITY MULTIMODAL PLAN** – “MOVING PEOPLE NOT AUTOMOBILES”, CONNECTIVITY, ACCESSIBILITY AND MOBILITY. **ZONE 1** OLD TOWN & FLC CAMPUS

- CITY TRANSIT ROUTES ALONG CORRIDOR – BUS BULBS FOR SAFETY & EFFICIENCY

- RUSSELL P&E COLLEGE & 2ND/mini ROAD DIET PLANS AND SYNCHRO ANALYSIS

- F&P DURANGO ROAD DIETS REPORT

OBTAIN ADDITIONAL INFORMATION

- PUBLIC MEETINGS

- CITY DESIGN TEAM INPUT AND NEEDS

DESIGN

SYNTHESIZE THIS INFORMATION INTO DESIGN

30%, 60%, 90%, FINAL DESIGN PROCESS

ADVERTISE/CONSTRUCTION IN 2021
PROJECT FUNDING GOALS:

1. Improve Safety:
   - Lane Reduction from 4-Lanes to 3-Lanes (Reconfiguration)
   - Signal Coordination/Timing
   - Bring Pedestrian Facilities into Compliance
   - Provide Bicycle Lanes
   - Reconstruct College Drive & 8th Avenue Intersection
   - Construct up to two Rapid Flash Beacon (RFB) Crossings
   - Access Management/Control

2. Improve Transit Stops & Locations, and Access to Stops

PROJECT DOES NOT INCLUDE:

1. Improvements to Roadway Surface except at College & 8th
2. Street lighting Improvements
3. Utility/Stormwater Improvements
4. Significant Landscape Improvements
5. ROW Acquisition for Improvements
TRAFFIC:

- Average Daily Traffic (ADT) = 10,558 VPD
- AM Peak Hour = 670/1,200
- PM Peak Hour = 880/1,000

ACCIDENT HISTORY:

- E. College Drive:
  - 218 Accidents since 2012

- E. 8th Avenue
  - 93 Accidents since 2012
DESIGN GUIDANCE AND RESOURCES

TOOLS

- NATIONAL MANUALS AND GUIDES

- CITY:
  - CITY MULTIMODAL PLAN
  - CITY ADA TRANSITION PLAN
  - CITY CHARACTER DISTRICT
  - CITY LAND USE DEVELOPMENT CODE (LUDC)
  - F&P DURANGO ROAD DIETS - 2016

- CDOT: MANUALS AND GUIDELINES

- PUBLIC OUTREACH
COMPLETE STREETS – PROJECT METHODOLOGY

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FOCUS ON VULNERABLE USERS

CALM TRAFFIC AND LEVEL OF STRESS:

- 4 LANES TO 3 LANES & LANE WIDTH REDUCTION – REDUCE SPEED WHILE IMPROVING LOS
- SAFETY FOR BIKES – SEPARATION, RIGHT TURN CONFLICTS, CYCLE Tracks
- SAFETY FOR PEDS – 32 ADA RAMPS, CURB EXTENSIONS, DEFINED CROSSINGS, SIGNING
- IMPROVE CONNECTIVITY TO SCHOOL, HORSE GULCH, GOEGLER GULCH ROAD
- NEW SIGNAL EQUIPMENT – ADA COMPLIANCE, LPI’S, LBI’S, TIMING COORDINATION
- NET INCREASE IN MULTIMODAL ACTIVITY IN THE CORRIDOR

FOUR TYPES OF BICYCLISTS

- ENTHUSED & CONFIDENT: 5-10%
- INTERESTED BUT CONCERNED: 50-60%
- NO WAY, NO HOW: 30%
- STRONG & FEARLESS: 1-3%

SPEED VS DEATH

Average risk of death for a pedestrian at impact rises as speed increases:

- 10% at 23 mph
- 50% at 42 mph
- 90% at 58 mph
1. Which road produces encourages safety?
   1. With a 4-lane road a fast driver can pass others
   2. With a 2-lane road the slower driver sets the speed
2. Which road produces the highest crash rate?
3. Which is better for bicyclists, pedestrians, businesses?
FHWA ISSUES NEW INTERIM APPROVAL OF RRFB’S MARCH 20, 2018.

- NO MORE LED IMBEDED SIGNS
- EACH UNIT CONSISTS OF TWO RAPIDLY FLASHED RECTANGULAR-SHAPED LED’S

COMPLIANCE

- Proper Use of Crossing
- Vehicle Pedestrian Interaction
- Increases Yielding Compliance to 80% to 90%
DETERMINE RAPID FLASH BEACON (RRFB) LOCATION(S)
- 8\textsuperscript{th} Avenue and 3\textsuperscript{rd} Street
- College Drive and 4\textsuperscript{TH}, 5\textsuperscript{TH}, 7\textsuperscript{TH}?
- Perform Topographic Survey at RRFB Location(s)

REPLACE TRAFFIC SIGNAL AT COLLEGE & 8\textsuperscript{TH}

PEDESTRIAN BUMP OUTS AT COLLEGE & 8TH

PEDESTRIAN BUMP OUTS BOTH SIDES OF 3\textsuperscript{RD} AVENUE

SIDEWALKS ALONG College & 8\textsuperscript{TH} AVENUE

DISCUSS IMPROVEMENTS AT COLLEGE DRIVE FROM MAIN AVENUE - 3\textsuperscript{RD} AVENUE
QUESTIONS/COMMENTS
PLEASE COMPLETE THE COMMENT CARDS

NEXT STEPS:
1. SYNTHESIZE INFORMATION INTO 30% DESIGN
2. PUBLIC MEETING #2 SHOWING 30% DESIGN
3. SYNTHESIZE DATA INTO 60% DESIGN
4. PUBLIC MEETING WITH 60% DESIGN
5. DEVELOP FINAL DESIGN AND DOCUMENTS FOR ADVERTISEMENT
6. CONSTRUCT IMPROVEMENTS

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THANK YOU!!