MAY 23, 2023
MIDTOWN SAFETY & CONNECTIVITY IMPROVEMENT DESIGN

Devin King, Project Manager
City of Durango
Steve Winters, Project Manager
SEH
May 23rd – MidTown Safety & Improvement Design Agenda

<table>
<thead>
<tr>
<th>Time</th>
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<tr>
<td>5:00pm-5:30pm</td>
<td>Welcome and Presentations</td>
<td>SEH and City of Durango</td>
<td>Devin King &amp; Steve Winters</td>
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<tr>
<td>5:30pm-7:00pm</td>
<td>Open House and Storyboard Comments</td>
<td>SEH and City of Durango</td>
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<td>7:00pm</td>
<td>Closing</td>
<td>SEH and City of Durango</td>
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Meeting Expectations

- Be kind
- Feel free to get snacks, drinks, or use the restroom
- The presentation is live and being recorded on Zoom
- Please hold comments until the open house after the presentation
CITY PLANS AND PROGRAMS

- 2016 Multimodal Transportation Plan
  - Plan identifies a need for:
    - “A modified lane reconfiguration to improve safety and traffic flow is proposed on 15th Street from the Florida Road/East 3rd Avenue intersection to Main Avenue. A traffic study is recommended.”
    - “15th Street from Camino del Rio to East 2nd Avenue - Install or repair missing sidewalk where appropriate.”

- City Council Strategic Plan
  - Effective Infrastructure Network
    - 1.1 Improve safety and connectivity for all modes of transportation.

- Urban Renewal Authority – MidTown Redevelopment Area
  - Prioritizes infrastructure improvements and transit-oriented development
NEED

- E 2nd Ave and 15th St is busiest surveyed intersection
  - Bicycle connection downtown
- Lack of sidewalk connection
- Crashes and delay at Florida/3rd/15th intersection
BACKGROUND

Improvements identified in 2016 MTP
Prioritized in 2019 by MAB
Budgeted for design in 2020 & 2021

DFPD station coordination
Traffic study coordinated with CDOT
Project contracted in 2021

Traffic study completed in fall 2022
Meetings with business owners
Conceptual designs in 2023
PROJECT SCOPE

Safety
TRAFFIC STUDY – AREA

- US 550 Corridor at 14th and 15th Street
- Florida, 15th Street and East 3rd Ave
- 13th Street from Main Ave to E 2nd Ave
TRAFFIC STUDY – KEY ELEMENTS

- **US 550 Access Control Plan, prohibition of Southbound Left turns onto 14th Street**
- **Cycle Track on East 2nd Ave. to connect Downtown to Animas River Trail at Rotary Park**
- **Conceptual Options for Florida, 15th Street, and East 3rd Ave**
- **Increased ADA compliance with improved sidewalks, ramps, and bus stops**
- **Maintain Business and Residential Access where possible to avoid impacts**
TRAFFIC STUDY – EXISTING CONDITIONS AND COUNT LOCATIONS
TRAFFIC STUDY – 550 ACCESS CONTROL PLAN (ACP)


- Purpose to consolidate and eliminate access points, improve safety, and increase capacity of US 550 through the downtown core of Durango

- Limits: US 160 (Double Tree to Park Ave)
TRAFFIC STUDY – ALTERNATIVES AND CONSIDERATIONS

ALTERNATIVES PURSUED
1) 14th No Southbound Left Turns (Goal of ACP)
   1-1) 80% SB using 13th and 20% SB using 15th Street *
   1-2) 20% SB using 13th and 80% SB using 15th Street
2) 14th Right In – Right Out
3) 14th One-Way Westbound (Main to East 3rd Ave)
4) 14th West Leg (Right/Thru) included in Signalization
5) East 3rd Ave, 15th Street, and Florida Redesign
   5-1) 3rd / 15th / Florida – No North Bound Left Turns
   5-2) 3rd / 15th / Florida – Continuous Flow Intersection
   5-3) 3rd / 15th / Florida – Mini Round About
6) 14th No Southbound Left Turns (1) + East 2nd One-Way Southbound
7) 14th RIRO (2) + East 2nd One-Way Southbound
8) 14th One-Way WB (3) + East 2nd One-Way Southbound
9) 14th No Southbound Left Turns (1) + East 2nd One-Way Northbound (13th to 14th) + Southbound (15th to 14th)
10) 14th Right In – Right Out (2) + East 2nd One-Way Northbound (13th to 14th) + Southbound (15th to 14th)
11) 14th One-Way WB (3) + East 2nd One-Way Northbound (13th to 14th) + Southbound (15th to 14th)

ALTERNATIVES NOT PURSUED
1) Connection between East 3rd and 13th Street (Smiley Connection)
   - No ROW between Smiley and DFPD Property
2) Connection between East 3rd and 14th Street
   - 6’ grade difference and sight distance issues for vehicles
   - Elimination of NB Left Turns at Intersection was less impactful vs. RAB
3) Signalization of East 3rd, Florida and 15th Street
   - Steep grades and queuing for EB 15th Street traffic

ADDITIONAL CONSIDERATIONS
1) Emergency response needs 20’ of clearance on one-way streets
2) RI/RO only at 14th and Camino would not work due to no access to Camino from Florida (Scenarios 2, 7, 10 – Above)
3) Emergency services receive a high number of calls to Tamarin Square and needs access to property via either 14th or 15th Streets
TRAFFIC STUDY – FINDINGS AND RECOMMENDATIONS

TRAFFIC STUDY FINDINGS

1) Camino and 14th and East 3rd, Florida and 15th Street have substantial delays now and, in the future (2041), due to left turn delays at intersections.
2) Due to the MidTown URA, the internal City Streets will have 3% growth rate vs. US 550 and Florida Road which will have 0.40% Annualized Growth.
3) Removal of Left turns at US 550 Camino Del Rio & 14th Street (Per CDOT ACP) will improve the functionality of the intersection by allowing dual SB rights to free flow during all phases except 14th Street WB Phase.
4) The removal of the left turns at US 550 and 14th has the best results with a RI/RO for 14th Street. Would not work due to Camino access.
5) Removal of NB Left turns at 15th Street, East 3rd Ave, and Florida improves their LOS, but insufficiently.
6) The Mini – RAB improves the 15th Street, East 3rd Ave, and Florida intersection to a greater degree than all other improvements.
7) East 2nd Ave operating as a One-Way SB street is the best scenario for adjacent intersections.

TRAFFIC STUDY RECOMMENDATIONS

1) Eliminate SB Left Turns from US 550 onto 14th Street
2) East 2nd Ave conversion to One-Way SB
3) Continue to explore Mini-RAB at East 3rd, Florida, and 15th Street with City Staff and Stakeholders
BENEFITS FOR THE MIDTOWN AREA

- Increase Functionality of US 550, Main and 14\textsuperscript{th} Street Intersection
- Increased Functionality of Intersection of 15\textsuperscript{th} Street, Florida, and East 3\textsuperscript{rd} Ave
- Cycle Track on East 2\textsuperscript{nd} Ave will connect Downtown to Animas River Trail at Rotary Park
- Increased ADA compliance with improved sidewalks, ramps, and bus stops
- Maintain Business and Residential Access as much as possible
- Add Landscaping to existing and future landscape strips
DESIGN STRATEGIES

- Two approaches to design
  - Design for future uses
  - Design for current conditions
- Chose to design for current conditions
  - Maintain business operations and resident access
  - Improvements can be made in the future
DESIGN ALTERNATIVE 1

- E 2\textsuperscript{nd} Ave with two-way cycle track and diagonal parking
- 14\textsuperscript{th} as one-way WB from E 2\textsuperscript{nd} Ave to Main Ave with bike lanes in both directions
- 13\textsuperscript{th} and 15\textsuperscript{th} St with connected sidewalks
- Curb extensions at E 2\textsuperscript{nd} Ave intersections
DESIGN ALTERNATIVE 2

- E 2\textsuperscript{nd} Ave with two-way cycle track and parallel parking
- Reduced landscaping strip on E 2\textsuperscript{nd} Ave
- 14\textsuperscript{th} St as two-way with bike lanes
- 13\textsuperscript{th} and 15\textsuperscript{th} St with connected sidewalks
- Curb extensions at E 2\textsuperscript{nd} Ave intersections
NEXT STEPS

Additional community outreach in June and July
Move design forward with desired concept in fall 2023
Public outreach and meeting for design in fall/winter
Finalize design for MidTown in early 2024
Construction anticipated in 2026
The back of the room is laid out to represent MidTown with boards of the conceptuals in their corresponding locations.

Walk around and provide feedback on the boards:
- Place green dots on features you like, yellow on features you are neutral to, and red on features you do not like.
- Put comments on sticky notes and place on boards in white space.

Staff will be walking around to answer questions.

Virtual attendees can provide comments on the link in the chat box.