MidTown Safety and Connectivity
Improvement Design Project
Outreach and Feedback Summary

Outreach Timeline

• May 23, 2023 – Public Open House (52)
• June 24 and August 19 - Farmers Markets (56)
• July 18 and August 2 - surveying at Rotary Park (34)
• Online survey (38)

Total comments received through process – 180

Summary of feedback received:

• Open House (high business and neighborhood resident feedback)
  o Widen northside sidewalk on 15th St from E 2nd Ave to E 3rd Ave
  o Lack of support for one-way on 14th St
  o 15 mph speed limits
  o Support of curb extensions
  o Desire for maintaining parking
  o Raised crosswalks
  o Crosswalk at 15th and Main Ave
  o Mixed support on cycle track
  o Mixed support of min-RAB
  o No support for CFI
  o No support for shared-use path on E 2nd Ave

• Farmers Market and Rotary surveying (high bike and ped user feedback)
  o Support of bike lanes on 14th St
  o Support for parallel parking on E 2nd Ave versus diagonal
  o Support for curb extensions
  o Support for one-way on 14th St

• Survey results (mixed user and neighborhood feedback)
  o Support for curb extensions
  o Support for shared use path on E 2nd Ave
  o Support for 14th St as a two-way
  o Support of diagonal parking on E 2nd Ave
  o Less support for parallel parking on E 2nd Ave
  o Less support for cycle track
  o Support for mini-RAB
**Alternative 1:** It is proposed that 14th Street become a one-way street westbound with bike lanes in both directions and parallel parking on the south side of the street.

Who wants to ride in the middle of traffic?

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**Alternative 2:** It is proposed that 14th Street remains a two-way street, with existing bike lanes and parallel parking.
Alternative 1: All four corners of the intersection feature proposed curb and gutter bulb out improvements with new sidewalk extensions and curb ramps. To the north and south of the intersection, the west side of 2nd Avenue features a two-way cycle track (10 ft) separated from the roadway by a curb and gutter median. The east side of 2nd Avenue, north of the intersection, features new curb and gutter along with eight angled parking spaces up against the existing sidewalk. The east side of 2nd Avenue, south of the intersection, maintains existing parallel parking past the proposed curb and gutter bulb out improvements.

West of the intersection, it is proposed that 14th Street become a one-way street westbound with bike lanes in both directions and parallel parking on the south side of the street. While to the east of the intersection, 14th Street remains a two-street with existing bike lanes and parallel parking but adds new sidewalk along the southeast.

Alternative 2: All four corners of the intersection feature proposed curb and gutter bulb out improvements with new sidewalk extensions and curb ramps. To the north of the intersection, the east side of 2nd Avenue features a diminished landscape strip along new curb and gutter, a two-way cycle track (10 ft) separated from the roadway by a curb and gutter median with new parallel parking spaces along the bike lane.

The east side of 2nd Avenue features the same proposed improvements as in Alt 1.

To the east and west of the intersection, it is proposed that 14th Street remains a two-street with existing bike lanes and parallel parking but adds new sidewalk to the southeast of the intersection.
On the north side of 15th Street, the proposed design consists of a 6-ft sidewalk along the ROW and a 6-ft cross pan along the existing edge of road to divert flows away from the auto shop. There is a transition zone of asphalt between the cross pan and sidewalk to help with drainage and maintain vehicle access to the auto shop.

On the south side of 15th Street, the proposed design calls for widening the existing sidewalk along the right-of-way to 6-ft and will extend from Main Street, east to the alley with the addition of new curb and gutter. Existing parking spaces to the west of the building entrance are to be removed and replaced by a strip of landscaping, while the current parking spaces to the east of the building entrance will remain.

Moving eastward through the alley, a new crosswalk will connect with another proposed section of sidewalk, curb and gutter that will extend to 2nd Avenue. This section of sidewalk will have a driveway cut to maintain access to business parking and dumpster. The 15th Street roadway is to maintain existing striping patterns.
Alternative 1: On the south side of 15th Street, the proposed design consists of new curb and gutter, sidewalk, and curb ramps at all intersections and drive crossings. To the east of 2nd Avenue, a strip of landscaping will act as a buffer between the sidewalk and 15th Street.

2nd Avenue is proposed to be a one-way street southbound. The west side of 2nd Avenue features a two-way cycle track (10 ft) separated from the roadway by a curb and gutter median. The east side of 2nd Avenue features new curb and gutter, sidewalk, and five angled parking spaces.

Alternative 2: On the south side of 15th Street, the proposed design consists of new curb and gutter, sidewalk, and curb ramps at all intersections and drive crossings. To the east of 2nd Avenue, there is no landscaping strip (as seen in Alt 1); instead, the design maintains access to the business with a drive cut in the sidewalk.

2nd Avenue is proposed to be a one-way street southbound. The west side of 2nd Avenue features a diminished landscape strip along new curb and gutter, a two-way cycle track (10 ft) separated from the roadway by a curb and gutter median with new parallel parking spaces along the east edge of the median. The east side of 2nd Avenue features a small stretch new curb and gutter with sidewalk and maintains the south access to the business on the corner.
Alternative 1: Both the northwest and southwest corners of the intersection feature proposed curb and gutter bulb out improvements with new curb ramps. Additionally, sidewalk improvements are proposed on both sides of 13th Street extending west. As part of the sidewalk improvements along the north side of 13th Street an existing staircase is to be redesigned north of the sidewalk to maintain access to those residences. To the north of the intersection, the existing sidewalk to the corner building is just over 4 ft wide. The importance of this location is the proposed two-way cycle track transitions up into the alley between 12th and 11th. Three, existing parallel parking spaces will remain and drive access is a section of rollover curb and gutter.

Alternative 2: All of the same improvements described in Alt 1 are also proposed. In addition, in the intersection it will transition into the roadway just before reaching 2nd Avenue. Thus, there would be a sidewalk bulb out where there is not space along 2nd Avenue. To keep effective stormwater drainage with this alternative, the design proposes a section of the west side of 2nd Avenue to the north of the intersection. Instead of the two-way cycle track transitioning into the roadway, it will transition into the existing sidewalk, bulb out the west side of 2nd Avenue, and parking spots. To keep effective stormwater drainage with this alternative, the design proposes a section of the west side of 2nd Avenue to the north of the intersection. Instead of the two-way cycle track transitioning into the roadway, it will transition into the existing sidewalk, bulb out the west side of 2nd Avenue, and parking spots.
At the corner of 13th Street and Main Street, the proposed design features new detectable warning plates for the crosswalks. To the east of the intersection, both the north and south sides of 13th Street have proposed sidewalk improvements. Roadway striping and parking will match the existing configuration.
The safety issues for the roundabout have been addressed adequately. A box of items, marked with signs and notes, is present.

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

The continuous flow intersection (CFI) facilitates concurrent traffic movements to reduce congestion and increase safety. The primary conflict with the existing intersection at 3rd Ave. and 15th St./Florida Rd., results from drivers needing to cross continual through traffic when making a Northbound left (NBL) from 3rd Ave. or a Southbound left (SBL) onto 3rd Ave., with the SBL also having the right-of-way over the NBL. The CFI minimizes this conflict by synchronizing these left turns with traffic signals, while revised lane configurations allow the opposing traffic to cross outside of the intersection on 3rd Ave.
CITY OF DURANGO | 2nd Avenue (14th to 15th)

EXISTING

ALTERNATIVE 1

ALTERNATIVE 2
MidTown Safety and Connectivity Conceptual Alternatives Questionnaire

38 Responses

89:42
Average time to complete

Active
Status

1. Name

38 Responses

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

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

- Multiple times a day: 18
- Once a day: 3
- A few times a week: 16
- Not very often: 1

Chart showing responses.
3. How do you travel through MidTown (13-15th Streets, E 2nd Ave, and Florida/15th/3rd Ave intersection)?

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

4. Which options below are most accurate about you?

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

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

- Curb extensions at the intersections: 7
- Two-way cycle track on E 2nd Ave: 4
- Shared use path on E 2nd Ave: 9
- E 2nd Ave one-way southbound: 3
- Parallel parking on the west side: 3
- Other: 63
6. What elements in the conceptual alternatives would you like to see considered in the design?

- 1.) Curb extensions at the intersection...
- 2.) Two-way cycle track on west side...
- 3.) Diagonal parking along east side...
- 4.) Parallel parking on the west side...
- 5.) E 2nd Ave as a one-way
- Other

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

- 1.) Bike lanes in both directions...
- 2.) Parallel parking on south side
- 3.) 14th St as a one-way westbound...
- 4.) 14th St as a two-way
- Other

[Bar chart showing responses]
[Pie chart showing responses]
8. What elements in the conceptual alternatives would you like to see considered in the design?

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

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

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

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

Latest Responses

- Thank you for your excellent work to make Durango even better.
- Everything else is fine. There is a serious lack of pedestrian safety.
- The changes to the intersection do not really help anything. Th...
11. If you would like to be on the email list for this project, please provide your email.

18 Responses

Latest Responses
"dnilsson655@gmail.com"