AGENDA

1. Call to Order
2. Roll Call
3. Staff Presentation of Multimodal Master Plan
   3.1. Staff Presentation on Multimodal Master Plan
4. Adjournment
2023
MULTIMODAL TRANSPORTATION PLAN

Bicyclist on 15th Street, Courtesy of the City of Durango

Pedestrian crosswalk on 15th Street, Courtesy of the City of Durango
Thank Yous and Acknowledgements

The City of Durango’s Multimodal Division would like to thank the many community members, partner organizations, Multimodal Advisory Board, stakeholders, consultant team, and internal city departments that contributed to this plan update. This plan update started during the height of the pandemic and continued as the world went through major changes. The updated plan builds upon the work that was started over a decade ago in creating the original Durango Multimodal Master Transportation Plan.

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- FOUR CORNERS MAPPING & GIS, ANNA RILING
- DHM DESIGN, ANN CHRISTENSEN

Thank You to Partners and Stakeholders

Bike Durango, Boys and Girls Club of La Plata County, Colorado Department of Transportation - Region 5, Community Connections, Durango 9-R, Durango Business Improvement District, Durango Trails, Fort Lewis College, 4Core, La Plata County, Compañeros, Manna, Southwest Center for Independence, Three Springs Durango, Twin Buttes Metro District, and Visit Durango
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SUMMARY

Multimodal transportation focuses on providing safe and equitable space for multiple modes of transportation in the infrastructure network. The United States’ transportation network has been developed around moving people and goods in motor vehicles in recent history. This plan focuses on moving people by multiple transportation modes with an emphasis on safety.

The plan is laid out in five chapters. The first two chapters focus on defining the “why” and take a look at Durango’s existing conditions. The last three chapters focus on the goals and implementation of the plan.

CHAPTER 1: INTRODUCTION

This chapter focuses on the need for the Multimodal Transportation Plan and provides the overall approach of the plan to achieve the vision. The plan’s focus is on creating a multimodal transportation network that addresses the needs of the community. To get there, the plan uses the Safe System Approach and builds off the multiple other plans conducted over the years.

CHAPTER 2: EXISTING CONDITIONS

This plan uses data to establish a baseline and to evaluate where needs exist. Existing conditions include community demographics, current conditions of the transportation infrastructure, crash statistics, needs identified by the public, and education. Crash and travel statistics are important data points for prioritizing and understanding the existing transportation network deficits.

CHAPTER 3: GOALS AND ACTIONS

The goals and actions to achieve the plan’s vision are outlined in detail in this chapter. This chapter also highlights the funding mechanisms in which these goals are implemented by the city’s Transportation Department.

CHAPTER 4: IMPLEMENTATION

This chapter establishes a criteria framework for prioritization of projects in an objective way and outlines the pathway to achieving the plan’s goals and vision. Included in this chapter is a list of multimodal transportation corridors and connections and the identified projects to improve Durango’s multimodal transportation network. This chapter also identifies preferred bicycle and pedestrian facilities and makes land use code recommendations.

CHAPTER 5: MOVING FORWARD

The last chapter sets the standard for how effectiveness of the plan will be evaluated and how the City will ensure that this plan continues to evolve as the community changes.
1 INTRODUCTION

Why a Multimodal Transportation Plan?

The City of Durango’s Multimodal Transportation Plan guides the implementation of projects to move Durango towards an integrated multimodal transportation network by establishing baseline data and following the plan goals of connectivity, safety, equity, sustainability, and public health and community. The plan’s transportation policy focuses on moving people, not just moving motor vehicles, and on reducing injury crashes and fatalities. The City adopted its first Multimodal Transportation Master Plan in 2012 and has continued to update the plan to guide the implementation of projects and act as Durango’s road map for multimodal connectivity, safety, and accessibility. Whether one is walking or rolling from a parked car to the front door of a business, or from a transit stop to home, the goals and actions outlined in this plan all aim to achieve the vision of creating a safe and fully connected multimodal transportation network.

The City acknowledges that promoting multimodal transportation inherently improves the health of the community by reducing vehicle emissions, air pollution and ground water contamination, and by increasing physical activity. For the purposes of this plan, accommodations and facilities are defined as any facility, design feature, operational change, or maintenance activity that enables and improves access to, or travel by, transit, cycle, walking, rolling, or rideshare means. This is particularly important as virtually all trips, regardless of purpose, begin and end with walking or rolling.

According to the most recent greenhouse gas (GHG) inventory for Durango, transportation and mobile sources account for approximately 85,000 metric tons of carbon dioxide equivalent (CO2e) emissions, 28% of the community’s total emissions. Of these emissions, roughly 90% are attributed to on-road transportation calculated by using vehicle miles traveled (VMT) data. Throughout the implementation of the Multimodal Transportation Plan, where projects and efforts can directly demonstrate a reduction in VMT, associated GHG reductions can be calculated.
WHY A PLAN UPDATE IN 2023?

Since 2016, Durango has experienced changes in demographics, increases in traffic volumes, changes in community needs, and changes in development. In addition to these local changes, there are several national trends that have evolved and impacted Durango, such as the increase in e-bike use and other electric personal assistive mobility devices, a shift in work patterns, and increasing demand for access to outdoor recreation.

These changes, coupled with a national shift in transportation planning to the Safe System Approach (described in detail below), instigate the need for an update to the 2016 Multimodal Transportation Plan. The City of Durango’s 2021 Strategic Plan identified an update to the Multimodal Transportation Plan by 2023 under the Ensure Effective Infrastructure Network goal. City Council then prioritized the update by adopting funding in 2022 and 2023.

The Multimodal Transportation Plan is set within the broader context of the City of Durango 2017 Comprehensive Plan, the City’s Land Use and Development Code, the Parks, Open Space and Trail Master Plan, and the 2030 Transportation Integrated Plan with a resulting transportation system expected to support the sustainability and quality of life goals set by the community.

MULTIMODAL TRANSPORTATION PLAN APPROACH

The Multimodal Transportation Plan’s approach to achieving the city’s goals uses both the Safe System Approach from the U.S. Department of Transportation (USDOT) and the Six E’s.

SAFE SYSTEM APPROACH

- Safe road users: Ensuring the safety of all road users, pedestrians, transit riders, bicyclists, motor vehicle drivers and passengers, and other rollers.

- Safe vehicles: Creating safer vehicles for both occupants and other road users, especially vulnerable road users like pedestrians and bicyclists by using innovative technologies.

- Safe speeds: Setting appropriate speed limits on roadways, using context sensitive design, education, outreach and enforcement.

- Safe roads: Designing roadways to be predictable and redundant to reduce the consequences of mistakes. Humans make mistakes and roadway infrastructure should be designed to accommodate for mistakes or reduce the severity of those mistakes.

- Post-crash care: Response time and equipment is crucial to caring for humans that have been injured in a crash. Ensuring the latest technologies and safe and efficient routes is key to ensuring injuries are less consequential.

The City of Durango can address these elements at a local level in varying capacities. This plan includes steps for how the City of Durango will address these Safe System elements and make Durango a safe and equitable place to get around by any mode of choice.
THE SIX E’S

Prior to the Safe System Approach, the City has historically used the Six Es as a checklist and framework to achieving multimodal goals. This framework is used by several of the City’s partner organizations such as those that host programs the city participates in like the Safe Routes to School Partnership, League of American Bicyclists, and Walk Friendly Communities. While the Safe System Approach will guide the City to safety, the Six E’s will still be a valuable checklist for continuing the shift of Durango’s transportation network from primarily car-centric to more inclusive of multimodal options and for achieving sustainability goals.

1. ENGINEERING: CREATING A SAFE TRANSPORTATION NETWORK FOR ANY MODE OF CHOICE WITH THE SAFE SYSTEM APPROACH ELEMENTS AT THE CORE.

2. EDUCATION: GIVING PEOPLE OF ALL AGES AND ABILITIES THE SKILLS AND CONFIDENCE TO USE TRANSPORTATION MODES OTHER THAN SINGLE-OCCUPANCY VEHICLES (SOVS).

3. ENCOURAGEMENT: CREATING A STRONG MULTIMODAL CULTURE THAT WELCOMES AND CELEBRATES RIDING TRANSIT, BICYCLING, WALKING, AND CARPOOLING.

4. ENFORCEMENT: ENSURING SAFE ROADS FOR ALL USERS IN AN EQUITABLE MANNER.

5. EVALUATION: ASSESS PROGRAMS AND INFRASTRUCTURE FOR EFFECTIVENESS AND IMPROVEMENTS.

6. EQUITY: ENSURING THAT THE TRANSPORTATION NETWORK AND PROCESSES ARE ACCESSIBLE TO ALL, INCLUDING BUT NOT LIMITED TO ALL RACES, ETHNICITIES, LANGUAGES, AND ABILITIES LIVING AND VISITING DURANGO.

All projects must ultimately be designed to meet standards in the Land Use and Development Code and be approved by the City Engineer in accordance with Manual on Uniform Traffic Control Devices (MUTCD) and American Association of State Highway and Transportation Officials (AASHTO) design standards. In addition, the City’s Multimodal Division coordinates with other City departments on an ongoing basis to prioritize maintenance and the implementation of projects.

Examples of standard street cross sections can be found in the Land Use and Development Code Section 4-2-2-3 in Appendix A. These cross section standards determine the minimum rights-of-way for different types of streets and can be used as examples for the reconstruction of roadways.

It is the intent of the City for this to be a living document once adopted; as new deficiencies are discovered they may be added to the plan at any time, and as this occurs the plan priorities will be updated. The plan shall be reviewed and updated on an ongoing basis as needed.
OTHER KEY PLANS

There are multiple City plans that the Multimodal Transportation Plan works in partnership with: the ADA Transition Plan for Transit, Comprehensive Parking Management Plan, EV Readiness Plan, North Main Corridor Mobility Study, Sustainability Plan, and CDOT Access Control Plan. These plans help to inform as well as support the goals in this plan.

ADA TRANSITION PLAN FOR TRANSIT

The 2016 ADA Transition Plan for Transit is an evaluation of ADA compliance at all transit facilities in the city and recommendations to bring to be ADA compliant. This plan not only outlines steps to improve existing transit facilities, but also provides guidance on new transit facilities.

COMPREHENSIVE PARKING MANAGEMENT PLAN, 2022

In 2022, the City went through a community public process to create a Comprehensive Parking Management Plan. The plan evaluated existing parking supply, LUDC code requirements, and population forecasting to determine future parking needs. Based off this evaluation, the plan makes recommendations for the City to manage parking efficiently and meet the needs of the community while also supporting the City's Strategic Plan goals. One key aspect of this plan’s recommendation includes ways to reduce the parking demand by using Transportation Demand Management strategies.

EV READINESS PLAN

The city of Durango collaborated with the La Plata Electric Association (LPEA) to create the EV Readiness Plan. The plan outlines strategies to achieve a GHG emissions reduction by 2050. Strategies for public adoption related to the Multimodal Transportation Plan include electric vanpools and carshares, and e-bikes programs.

NORTH MAIN CORRIDOR MOBILITY STUDY

In 2015, the city coordinated with CDOT to study existing conditions along the North Main Avenue corridor (US Highway 550) and make recommendations for mobility improvements along the highway, adjacent routes, and intersections. The study includes conceptual designs for North Main Avenue intersections and enhanced crossings. Key crossings identified are Park Avenue, 19th Street, 22nd Street, 25th Street, 27th Street, 30th Street, 32nd Street, 35th Street, and Animas View Drive.

SUSTAINABILITY PLAN, 2022

The City updated the Sustainability Plan in 2022 with an emphasis on the goal of 100% reduction in greenhouse gas (GHG) emissions by 2050 compared to 2016 levels. The plan identifies that 28% of emissions in Durango are transportation related. To accomplish the 100% reduction goal, the plan provides two principles calling for a fully connected multimodal transportation network and for a reduction in single-occupancy fossil fuel vehicles.
Durango’s Sustainability Plan identifies the primary strategies for reducing transportation related emissions and pollution: decrease VMT through mode-shifting, decrease vehicle emissions through fuel-switching (i.e., shifting to electric vehicles), and encourage land use code and design principles that further promote these efforts. The Sustainability Plan points to the Multimodal Transportation Plan as Durango’s primary guiding document for mode shift and VMT reduction. Ultimately, sustainable transportation is concerned with moving people and goods as safely and efficiently as possible with the smallest amount of associated, emissions, resources, and dedicated land use.

**CDOT ACCESS CONTROL PLAN (ACP)**

The City coordinated with the Colorado Department of Transportation (CDOT) in 2008 to create an Access Control Plan (ACP) for U.S. Highway 550 between College Drive and Park Avenue. The section between College Drive and 14th Street was implemented in 2021-2022. The ACP includes intersection improvements, medians, and closing of driveways to improve safety along the highway. The development of a Grandview ACP is currently underway in 2023, covering Highway 160 East near Three Springs. The City and CDOT intend to collaborate on the development of an ACP for U.S. Highway 550 from Park Avenue to Animas View Drive in 2024.

**VISION & GOALS**

The vision of the plan is to create a safe and equitable transportation network that is fully connected and allows people of any race, ethnicity, gender identity, and ability to move safely and efficiently by their mode of choice. Achieving this vision will mean that a person of any age or ability can safely and conveniently travel by any mode of transportation throughout Durango.

**GOALS**

The following goals were identified by the community through the public outreach process to guide policies, programs, and infrastructure improvements toward the vision of a fully-connected transportation network.

**THE CITY OF DURANGO’S MULTIMODAL TRANSPORTATION PLAN ENVISIONS:**

**Connectivity:** Establish a fully connected, safe, accessible, and convenient multimodal transportation network that provides comprehensive mobility options throughout the City’s Comprehensive Planning Area.

**Safety:** Improve overall transportation network safety, with emphasis on vulnerable road users, by working toward a zero-fatality transportation network.

**Equity:** Develop transportation infrastructure that equitably accommodates all people and is accessible to all mode users and abilities.

**Sustainability:** Support shifting trips to sustainable modes to meet Durango’s Sustainability Plan’s goals for GHG emissions reduction.

**Public Health & Community:** Provide the community with easy access to recreation and community activities that promotes an inclusive and healthy community.
The City of Durango Multimodal Division conducted a nearly-year-long public outreach process beginning in April of 2021. Much of this outreach was conducted during the height of the COVID-19 pandemic requiring a variety of outreach methods. Outreach efforts included virtual meetings, in person meetings at locations in each of the zones identified in the 2016 Multimodal Transportation Plan, booths at events, booths at the Farmers Market, presentations at Business Improvement District meetings, Community Relations Community’s Latinx Subcommittee and the Senior Center and Southwest Center for Independence, two online surveys, and an online interactive Geographic Information Systems (GIS) map. These varied outreach opportunities allowed the City to receive diverse feedback and gave multiple mediums for the public to engage with the plan update.

Following the extensive outreach process, the City contracted with a consultant team to assist in the updating of the plan by providing technical expertise to the process. The update process started with a visioning session with the Multimodal Advisory Board (MAB) in December of 2022. This visioning session included coming up with vision and goals, mapping of needed improvements, and creating of preferred treatments. After the MAB’s visioning meeting, staff began working with the consultant team to draft a vision, goals, corridors and connections, prioritization framework, and preferred treatments. These elements of the plan update were taken to MAB meetings for comment by both the board and the public. Simultaneously, two stakeholder meetings were held to obtain feedback on the aforementioned elements from community organizations that represented diverse stakeholders in the community. Once an initial draft was created, it was circulated throughout the City’s various departments and the consultant team for comments. In the fall of 2023, the draft plan was presented to the stakeholder organizations for comments and was also posted on the City website for further comment. Through this input the Multimodal Transportation Plan was further refined to meet the community’s need.

Figure 2: Community Outreach
The City of Durango’s population is approximately 19,071 and the county in which the city resides, La Plata County, has a population of approximately 56,138 as of the 2020 U.S. Census. According to the American Community Survey 5-Year Estimates, 10.6% of the city’s population is considered to be in poverty and 5.2% of the population under the age of 65 has a disability. Approximately two-thirds (67%) of the population in Durango is within the typical working age of 18-65 with the median age being 38.6. Lastly, 78.5% of the population identifies as White alone, with 8.6% of the population identifying as Hispanic or Latino and 7% identifying as American Indian.

According to 2020 U.S. Census data, a majority of working households have access to at least one vehicle with only 1.8% having no vehicle access and 71% having access to two or more vehicles. 94.3% of the working population works in La Plata County, meaning travel outside La Plata County is low; however, this does not identify the number of commuters into Durango or account for commuters into the City from places like New Mexico or Montezuma or Archuleta Counties.
The mean travel time to work was 15.4 minutes with 58% being under 14 minutes for city of Durango residents. The majority, 61.8%, of the working population, go to work between 6:30 a.m. to 9:00 a.m., which also coincides with school drop-off times making this a notable peak traffic time for Durango.

According to data from the American Community Survey 5-Year Estimates, single-occupancy vehicle (SOV) use as a means of transportation to work had a small reduction in 2021 compared to 2016, meaning the majority of people are still driving alone. Carpooling and public transportation use were lower in 2021 than in 2016, likely a result of the COVID-19 pandemic. It should be noted that at the time of the writing of this plan, transit ridership numbers have bounced back to pre-pandemic levels. Bicycling and walking had small increases, and working from home had the largest change with a significant increase likely due to COVID-19 and more flexible work schedules.
# Current Multimodal Transportation Conditions

The 2016 Multimodal Transportation Plan (MTP) had an inventory of needed improvements identified. Since 2016, over 70 improvements identified in the 2016 MTP have been completed with multiple large-scale projects currently under design at the writing of this plan. Improvements made since 2016 are highlighted in the table below.

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<tr>
<th>LOCATION</th>
<th>IMPROVEMENTS COMPLETED</th>
</tr>
</thead>
<tbody>
<tr>
<td>East 8th Avenue and 3rd Street</td>
<td>College Drive and East 8th Avenue Traffic Calming: Rectangular Rapid Flashing Beacon (RRFB) and pedestrian refuge at entrance to Horse Gulch Medical Campus.</td>
</tr>
<tr>
<td>East 3rd Avenue and 14th Street</td>
<td>Installed crosswalks on all intersections.</td>
</tr>
<tr>
<td>College Drive/Goeglein Gulch Road from East 8th Avenue, up to Jenkins Ranch Road</td>
<td>Bicycle lane striped.</td>
</tr>
<tr>
<td>East 3rd Avenue from southern end to 15th Street</td>
<td>Installed thermoplastic Shared Lane Markings.</td>
</tr>
<tr>
<td>East 8th Avenue from 8th Street to Fort Lewis Drive, Rim Drive from East 8th Avenue to Fort Lewis Drive and along Fort Lewis Drive</td>
<td>Installed thermoplastic Shared Lane Markings.</td>
</tr>
<tr>
<td>East 2nd Ave to East 3rd Avenue along 15th Street</td>
<td>Painted sharrow markings.</td>
</tr>
<tr>
<td>8th Avenue and 8th Street</td>
<td>Bicycle parking added in existing pull-out area.</td>
</tr>
<tr>
<td>East 8th Avenue from College Drive to 8th Street</td>
<td>Bicycle lane striped.</td>
</tr>
<tr>
<td>East 3rd Avenue between 14th Street and 15th Street</td>
<td>Sidewalk repaired.</td>
</tr>
<tr>
<td>8th Street from East 3rd Avenue east to East 7th Avenue</td>
<td>Bicycle lane markings installed.</td>
</tr>
<tr>
<td>College Drive/Goeglein Gulch Road from East 8th Avenue, up to Jenkins Ranch Road</td>
<td>Bicycle lane markings installed.</td>
</tr>
<tr>
<td>East 3rd Avenue from southern end to 15th Street</td>
<td>Bicycle route signed.</td>
</tr>
<tr>
<td>9th Street from East 3rd Avenue east to East 6th Avenue</td>
<td>Bicycle route signed.</td>
</tr>
<tr>
<td>22nd Street Intersection</td>
<td>Intersection improved with bike facilities.</td>
</tr>
<tr>
<td>32nd Street Intersection</td>
<td>Intersection improved with bike facilities.</td>
</tr>
<tr>
<td>Manhole on 31st Street between North Main Ave and West 2nd Avenue</td>
<td>Manhole fixed.</td>
</tr>
</tbody>
</table>

Figure 6.1: Improvements Completed
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<tr>
<th>LOCATION</th>
<th>IMPROVEMENTS COMPLETED</th>
</tr>
</thead>
<tbody>
<tr>
<td>30th Street Crossing of North Main Avenue</td>
<td>RRFP and pedestrian refuge installed at 2900 mid-block.</td>
</tr>
<tr>
<td>32nd Street Bicycle/Pedestrian Bridge</td>
<td>Bridge constructed.</td>
</tr>
<tr>
<td>27th Street Intersection</td>
<td>Pedestrian signal improved to be more visible and audible.</td>
</tr>
<tr>
<td>North Main Avenue from 14th Street to Animas View Drive</td>
<td>Bicycle facilities added to North Main Avenue.</td>
</tr>
<tr>
<td>Roosa Avenue from intersection of US Highway 160 West to 9th Street</td>
<td>Bicycle route signage installed.</td>
</tr>
<tr>
<td>Hidden Valley Circle from Arroyo to Overend Mountain Park Trailhead</td>
<td>Proposed bicycle route. Westbound at Borrego, install bicycle route signage.</td>
</tr>
<tr>
<td>Animas River Trail (ART) connection from bridge behind Community</td>
<td>Animas River Trail (ART) re-paved from Demon Bridge to Rank Park.</td>
</tr>
<tr>
<td>Recreation Center to Library</td>
<td>Extended trail from 33rd Street to Oxbow.</td>
</tr>
<tr>
<td>Animas River Trail (ART) Animas City Park Trail Extension</td>
<td></td>
</tr>
<tr>
<td>North Main Avenue and 32nd Street</td>
<td>Installed covered transit shelter at City Market.</td>
</tr>
<tr>
<td>El Paso Street from Forest Avenue to Eastlawn Avenue</td>
<td>Installed thermoplastic Shared Lane Markings.</td>
</tr>
<tr>
<td>25th/Junction Street from West 2nd Avenue to the City limits (CR 204)</td>
<td>Proposed bicycle route. Install thermoplastic Shared Lane Markings and created bike lanes from Virginia to CR 204.</td>
</tr>
<tr>
<td>Montview Parkway from Delwood Avenue to 22nd Street</td>
<td>Installed shared lane markings.</td>
</tr>
<tr>
<td>9th Street from Roosa Avenue to Camino del Rio</td>
<td>Sidewalk on south side of 9th Street connected and curb ramps improved.</td>
</tr>
<tr>
<td>Animas River Trail from Swinging Bridge to Iris Park</td>
<td>Animas River Trail (ART) improved.</td>
</tr>
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Figure 6.2: Improvements Completed
The City of Durango has a range of street types and there are multiple agencies who are responsible for elements of the transportation network. There are two highways within Durango city limits that serve as major routes for moving people and goods through the region, US Highway 550, which bisects the city north to south and Highway 160, which runs east to west. The highways are managed by the Colorado Department of Transportation - Region 5.

U.S. Highway 550 is a national truck route with a functional classification of principal arterial with an estimated 35,000 Annual Average Daily Traffic (AADT). Approximately 4% of that traffic is trucks traveling through. The highway has speeds ranging from 55mph on the extremities to 35mph through the core of Durango. The two sections of the highway in Durango’s core make up Camino Del Rio (southern end of town throughout 14th Street) and North Main Avenue (14th Street to the northern end of town), which serve as the main commercial access and arterial for the city. The cross-section of the highway along Camino del Rio and North Main Ave includes 5-foot bike lanes in both directions, 4 travel lanes, and a two-way left-turn lane in the center, which the Camino del Rio portion recently had converted to center left turn lanes with medians. The location of the highway, traffic volumes, and speeds poses an obstacle for bicycle and pedestrian travel across town, separating residential areas from schools and commercial areas. As the safety section in this chapter discusses, many injury crashes occur on this highway at major intersection crossings. Collaborating with CDOT will be key to improving crossings and corridor conditions to improve safety and multimodal connectivity.

State Highway 160 travels through Durango and provides major connections to surrounding communities including Bayfield, Mancos, and the rural portions of La Plata County. Durango serves as a regional economic hub, drawing people from these surrounding communities and areas into Durango for work and commercial activities. Within Durango, Highway 160 specifically functions as a connection for Three Springs and commercial and residential areas west of downtown. Highway 160 East near Three Springs is a 4-lane separated highway with speeds of 50 mph. Highway 160 West has 4-lanes with a two-way left turn lane (TWLTL) and bike lanes in both directions with speeds from 45 mph to 35 mph. Multifamily housing directly access the highway. Similar to US Highway 550, Highway 160 is a national truck route with a functional classification of principal arterial and an estimated 39,000 AAD with an average of 5% truck traffic. Both sections have transit routes that serve areas along the highway, but both also have opportunities for improved multimodal infrastructure like park and ride facilities, protected or separated bicycle facilities and improved pedestrian infrastructure.

The rest of Durango is made up of a network of arterial, collector, and local streets. Due to the natural geographic barriers around Durango and the large proportion of regional population that lives in the county and commutes into Durango, some arterial streets have a character resembling local or collector streets more than arterial. Arterial streets are characterized by serving high volumes and longer trips within a city with fewer direct accesses and mainly commercial access. Collectors provide access to larger residential and commercial developments and provide connections from local streets to arterials. Local streets provide direct access to residential properties with driveways and have low speeds and volumes. Some arterials such as 32nd Street and Junction Street serve as arterials but have characters more typical of local or collector streets with residential driveways and low speeds. These unique characteristics create multimodal network and design challenges that require innovative solutions to improve safety and connectivity. Figure 6 shows the existing street network and street classifications.

The City of Durango adopted Complete Streets Designs into the Land Use Development Code (LUDC) in 2014 when the code was updated. Section 4-2-2-1(B) provides general requirements in regard to multimodal connectivity but can be improved to be more directive.
Figure 7: Existing Street Network

November 2023
PEDESTRIANS

In 2022, Durango was designated as a Bronze level Walk Friendly Community by Walk Friendly Communities. Through the designation process, the City was provided with an evaluation that identified areas for improvement. Identified areas included parking management to reduce driving, data collection, connectivity and accessibility, education, and map resources.

Durango’s pedestrian network encompasses a variety of sidewalk types, curb ramps, shared use paths, and intersection treatments. Most of Durango has a complete sidewalk network; however, there are parks, rural county road sections, and older neighborhoods where sidewalk sections are missing. In many of these cases, there are right-of-way, development, or topographical constraints to installing sidewalk. In addition to missing sidewalk sections, the variability in sidewalk widths, condition, edges, and slope varies on a block-to-block basis leading to accessibility barriers. The same goes for curb ramps or lack thereof throughout the city.

The City has a few tools for updating sidewalks and curb ramps to ADA compliance including requiring updates with redevelopment, 50/50 sidewalk cost-sharing program, ADA ramp program, and capital improvement projects. To encourage private property owners to implement sidewalk improvements, there is a 50/50 sidewalk costsharing program where the City partners with property owners to make improvements to the sidewalks. This applies to residential neighborhoods and commercial properties. The voluntary 50/50 sidewalk program can be applied for through the City’s Public Works Department. Typically, the City allocates approximately $50,000 to go towards the 50/50 sidewalk program each year.

In addition to sidewalks, the City maintains the Animas River Trail (ART), a hard surface shared use path that stretches over 8 miles through Durango’s Animas River Greenway. The ART, managed by the City’s Parks and Recreation Department, serves as the spine of the overall trail network and provides connectivity and easy access to a variety of parks, open spaces, and natural surface trails, as well as Durango’s community recreation center, public library, downtown, commercial areas, neighborhoods, and schools. There are also several other side and shared use paths throughout the city that provide additional pedestrian infrastructure.

Intersection treatments for pedestrians include everything from crosswalks at controlled intersections, midblock crossings, HAWK beacons, rectangular rapid flashing beacons (RRFBs), crossings with pedestrian refuges, and underpasses. The city has only two No Turn On Red intersections. There are also several intersections with slip lanes, which can increase safety risks for pedestrians. Many signals in the city do not have pedestrian lead intervals allowing pedestrians to start crossing the street prior to vehicle traffic moving.

Lastly, maintenance of facilities is covered in multiple ways. Sidewalk and curb ramp repair and snow/ice removal is the responsibility of the adjacent property owner per the City of Durango Municipal Code. Snow removal is required within 24 hours and is enforced by the City; however, enforcement is currently limited and inconsistent. Shared use paths managed by the City are repaired and cleared of snow by Parks and Recreation staff. Equipment for snow removal on city pedestrian and bicycle assets is often a design constraint. Due to the varied responsibilities, accessibility of pedestrian facilities is often poor due to dilapidated or noncompliant ADA facilities and snow and ice in the winter.
CHAPTER 2   EXISTING CONDITIONS

Figure 8: Existing Pedestrian Network

November 2023
1 MILE
EXISTING PEDESTRIAN NETWORK
Public Land/Park/Open Space
Durango City Limits

Sidewalk
Missing Sidewalk Segment
Animas River Trail
Natural Surface Public Trail
BICYCLES

For over 120 years bicyclists have been riding in and around Durango for transportation and recreation. During that time Durango has become an important hub of bicycle culture in America and a cycling destination known throughout the world. The City of Durango’s multimodal program has become an integral part of the Durango cycling community, tasked with maintaining and improving the on-street bicycle facilities within city limits and sponsoring several bike events in Durango throughout the year.

Durango’s cycling community is vibrant and active, with bike shops and cycle tourism constituting a significant and growing part of Durango’s economy. Since Durango’s achievement of silver-level Bicycle Friendly Community status in 2009 and gold-level status in 2012, 2016, and 2020, the Durango community has continued to work together to improve cycling infrastructure, access and awareness to support cyclists of all types.

Numerous cyclists use Durango’s multimodal transportation system every day; from the 5-year-old riding with mom or dad, to the young adult commuting to school, to the hearty commuter who rides every day, to the recreational cyclist, to the new cyclist on an e-bike. The city strives to provide bike facilities for all types of cyclists; however, this is not at the expense of safety for any user. The existing cycling infrastructure is made up of shared use paths, bike lanes, low volume roads with shared lane markings (sharrows) and identified low stress bicycle routes with wayfinding signage. Additionally, there are crossings including trail underpasses, at-grade shared use path crossings with hybrid beacons and rectangular rapid flashing beacons (RRFBs), bike boxes and bike lane markings at intersections. While this infrastructure has helped grow the bicycle network, further bicycle infrastructure is necessary to make Durango truly safe and accessible for every bicyclist.

An important element of bicycle infrastructure is bicycle parking. The City of Durango’s Land Use Development Code has bicycle parking standards; however, these standards are dated and only impact new development. To improve bicycle access in the Central Business District (CBD) and in response to demand from citizens and local businesses along Main Avenue, the City implemented an on-street bicycle parking program in coordination with partnering businesses. From April through November, on-street bike corrals are installed on each side of downtown Main Avenue. Off-street uniform bike parking is installed on parking meters approximately every 20 feet along Main Avenue, and its sides streets, from 5th Street to 14th Street. The Durango Transit Center is equipped with a secure, covered bike parking garage with space for 20 bikes and covered parking for 20 bikes at the end of the transit concourse. Over 50% of citywide transit stops are equipped with bike racks for bike parking, and each transit bus can carry up to 3 bikes at a time.

Similarly to pedestrian facilities, bicycle facilities and their accessibility are often dictated by maintenance. The City does not have protected bike lanes due to the current lack of equipment and personnel to maintain them. During the winter months, bike lanes are often inaccessible due to snow and debris that gets plowed into them. This is especially a problem where there is not a landscape buffer between the sidewalk and roadway for plowed snow to go into. Additionally, street sweeping does not occur in the winter due to the need of water and icing issues with the street sweeping equipment. For the City to have a safe and accessible bicycle network year-round, solutions are needed for maintenance.
Chapter 2: Existing Conditions

Figure 9: Existing Bicycle Network

- Bike lane marking on Florida Road.
- Sharrow marking on Holly Ave.

Existing Bicycle Network

- Shared Lane
- Bike Lane
- Animas River Trail
- Natural Surface Public Trail
- Hard Surface Trail
- Smart 160

Durango City Limits
Park/Open Space
Public Land

November 2023

1 MILE

Smart 160

Public Land

Park/Open Space

Durango City Limits

Figure 9: Existing Bicycle Network
TRANSPORTATION

Durango Transit routes serve locations throughout the municipal limits of Durango. Durango Transit has operated since 1982 (originally the Durango Lift, 1982-1997). In 2009, Durango Transit opened the doors to the region’s first Intermodal Transit Center, which serves as the regional hub for public and intercity transit services. The Durango Intermodal Transit Center is used by Road Runner Transit, Bustang, and Purgatory Resort and staff coordinates services with a number of other regional health and human service transportation providers.

Durango Transit operates fixed-route, on-demand, and paratransit door-to-door service within the city limits of Durango. Bus stops are serviced every 30 minutes on all routes, except the Main Avenue Trolley which runs at 20-minute headways. The fixed-route service operates four loop bus routes and one trolley route that runs along Main Avenue. Transit service operates from 7:00 A.M. to 8:40 P.M. leaving many hospitality workers and patrons without transit service in the late hours. To address this need, Durango Transit is launching an evening on-demand service in October 2023, which will operate 7 days a week from 8:00 P.M. until midnight. Durango Transit’s Opportunity Bus (a dial-a-ride complementary paratransit service for elderly and disabled populations) is available during all fixed-route service hours and services all areas within ¾ mile of the fixed-route service area. All Durango transit buses are wheelchair accessible. There are multiple payment methods including an app, bus passes, and cash as well as multiple discount opportunities for different population groups.

The transit service provides bicycle racks on all the buses providing space for 3 bicycles on the front. The majority of transit stops have bicycle racks for secure bicycle parking. In addition, some transit stops have open shelters, benches, and trash cans. The 2016 ADA Transition Plan recommends providing shelters and benches at every transit stop as funding allows. Most transit stops have some form of lighting for safety and visibility.

The City of Durango Transportation Department conducts a yearly transit ridership survey to analyze transit use. Ridership numbers had recovered to pre-pandemic levels at the time of this plan update in 2023. The 2022 survey results indicated shifts in transit use patterns. Some notable shifts from 2019 are a reduction in visitor numbers and an increase in county residents using transit. The equity and economic importance of transit is apparent with 60% of riders being dependent on transit for transportation, most riders making below $25,000 a year, and 52% using transit for work commutes.

Durango’s transit service provides a much needed and used multimodal transportation option for community members. Needs for extended service hours, increased frequency, and an expanded service area have been consistently expressed by community members. Expanding service to accommodate these priorities presents an opportunity for increased ridership.
PARKING

Parking is an important tool for transportation demand management (TDM). The City of Durango’s parking can be grouped into three categories: private off-street parking, free on-street public parking, and paid on-street and off-street public parking. All these parking types are dictated by the city’s Land Use Development Code and Code of Ordinances.

The CBD has approximately 1,000 metered on-street parking spaces and in excess of 350 parking spaces in off-street permitted municipal parking lots. Parking meters are enforced year-round from 8:00 A.M. to 6:00 P.M., Monday through Friday. There is no parking meter enforcement on holidays or weekends. The 30-minute, 3-hour, and 10-hour meters provide downtown parking options, along with the permitted municipal parking lots. The City provides four municipal parking lots: one at the Transit Center and three along East 2nd Avenue. The use of these lots from 7:00 A.M. to 5:00 P.M. requires a pre-purchased permit, sold on a daily or monthly basis with multi-month discounts available. Overnight and weekend parking is available at any of the municipal parking lots free of charge. Violations are subject to citations and fines.

In 2022, the City hired a consultant to create a Comprehensive Parking Management Plan (CPMP) to evaluate the city’s parking policies, inventory, dynamics, and future. The CPMP highlighted that much of the city’s parking downtown is underutilized and that TDM strategies existed to utilize the parking more efficiently and encourage community members to drive single-occupancy vehicles (SOV) less and relieve pressure on parking. Many employees who work downtown in the Central Business District (CBD), park in the outskirts of downtown, in residential areas or in areas with limited parking where on-street parking is free. This puts stress on surrounding neighborhoods and makes it difficult to implement pedestrian and bicycle improvements in these areas due to the demands placed on existing limited parking. To utilize parking more efficiently, the CPMP recommends encouraging programs that would incentivize employees to park in underutilized locations where there is a surplus of parking. It also recommends looking at strategies such as using satellite parking locations paired with transit service to downtown or other popular destinations. Lastly, the plan discusses the power of limited parking and parking pricing heavily dictates commuting mode choice.

The City’s Parking Division conducts parking analyses to determine vacancy rates in metered parking spaces and municipal parking lots twice a week since 2012. The results of the parking analyses continually conclude that occupancy rates vary from 40 to 80% in the CBD during operational hours. Based on industry research, a parking problem is indicated by less than 20% vacancy rates in parking spaces. From this data, the CPMP concluded that Durango does not have a parking availability problem, but a utilization problem.

The City of Durango has 29 designated accessible parking spaces in the CBD for vehicles displaying a valid placard. All vehicles parked in these designated spaces must have a valid disability plate or placard properly displayed.

Drivers with a properly displayed disability placard or plate may park for an unlimited time in any metered spaces without paying the meter. This same courtesy is applied to patrons driving a government plate or markings on official business. While these policies help create more accessible parking for community members, it has been noted by several in the community that much of this parking is still not accessible due to existing infrastructure surrounding the parking spaces (such as lack of curb ramps).
**SAFETY**

Analyses were conducted of data from the Colorado Department of Transportation (CDOT) crash database. Between 2016 and 2021, there were a total of 5,295 crashes reported in Durango. While many of those crashes had no apparent injuries, 71 resulted in serious injuries or fatalities with a total of 7 fatalities. Serious injuries and fatalities have been on the rise since 2018 with a large jump in 2021, which aligns with national trends.

The crash data from CDOT shows that approximately half of the crashes were located at an intersection. There are no strong correlations related to crashes and speeds apparent in the data due to the high volume of streets with 25 to 35 mph speed limits. Additionally, most crashes occurred during the daytime and during dry conditions. That is, likely because that is when most people are on the road. Rear-end crashes were the most frequent crash type, with pedestrian and bicycle crashes among the top 10 crash types. Most crashes occur during the work week, Monday through Friday. Crashes are most common in the afternoon to early evening hours.

A quick look at the bicycle and pedestrian crash data from the Durango Police Department shows a trend of crashes at major intersections and along arterials. Intersections along North Main Avenue and Camino del Rio (U.S. Hwy 550), shows how the road is an obstacle and needs bicycle and pedestrian connections across this major highway that splits Durango. Specific intersections with high crash rates include 27th Street, 12th Street and 9th Street. In addition to these intersections, the data also suggests the need for protected bicycle lanes along arterials or optional parallel corridors for bicyclists.

![Figure 12: Crash Statistics](image-url)
**CHAPTER 2   EXISTING CONDITIONS**

**BICYCLE AND PEDESTRIAN CRASHES**

Since 2016, there have been 1-mile bicycle and pedestrian crashes.

**Crashes Involving Pedestrians**
- High frequency of crashes involving pedestrians
- Low frequency of both crash types

**Crashes Involving Bicycles**
- High frequency of crashes involving bicycles
- High frequency of both crash types

Number of crashes of both types within each hexagon bin:

Figure 13: Bike/Pedestrian Crashes

1 MILE

March 2023
**HIGH INJURY NETWORK**

**Frequency and Amount**
Number of injury crashes within each hexagon bin.

- 8 to 10
- 5 to 7
- 3 to 4
- No crashes
- 1 to 2

Numbers in insets denote count of coincident crashes.

---

Figure 14: High Injury Network
AFFORDABLE HOUSING

The connection between injuries/fatalities and disadvantaged communities has been observed by multiple entities including the Federal Highway Administration (FHWA) and Center for Disease Control (CDC). This connection has helped prioritize the need for safer streets in areas that are categorized as disadvantaged communities per the United States Department of Transportation (USDOT). Disadvantaged communities are defined by the USDOT as “census tracts (a) experiencing disproportionate effects (as defined by Executive Order 12898); (b) that contain areas of persistent poverty as defined in 49 U.S.C. section 6702(a)(1); (c) that are historically disadvantaged as defined by DOT’s mapping tool for Historically Disadvantaged Communities; or (d) other federally designated community development zones.” Due to Durango’s makeup, the City does not have a census tract that meets this definition; however, that does not mean that Durango does not have disadvantaged communities within its limits. Affordable housing and more broadly, multifamily housing, are good identifiers of where disadvantaged communities may exist in the community.

The City has prioritized affordable housing in recent years. This priority is closely tied to multimodal transportation, especially transit. As the Durango Transit yearly surveys show, there is a large correlation between lower incomes and dependency on transit, which aligns with national statistics. With further creation of affordable housing, it will be increasingly essential to also support that housing with multimodal transportation options. Additionally, it is important to ensure safety is equitable across neighborhoods and improvements are not only focused on wealthier neighborhoods. These measures and considerations will further Durango's initiative to provide affordable housing and labor force for the local economy. It should also be noted that as Durango’s population ages, these initiatives will further assist people being able to age in place and sustain a diverse community.

Affordable housing is defined in the 2017 Comprehensive Plan as, “Housing capable of being purchased or rented by a household earning less than 80% of area median income, based on a household’s ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30% of its gross monthly income (“GMI”) for housing costs, including utilities.” For this plan’s purpose, mobile home and tiny home parks have been included on the Affordable Housing map to capture housing areas that function as affordable housing in practice even if they do not fit the provided definition. As the map shows, affordable housing is mixed throughout the city, but areas of higher density affordable housing are located on highways and arterials toward the outskirts of the city. Due to greater dependency on transit and lack of motor vehicles in households considered low-income, this emphasizes the need for transit service to these areas and multimodal corridors.
AFFORDABLE HOUSING

Affordable Housing Location

Number of units per location
(Number of locations per category)*

- 8-25
  - 50-75 [7]
  - 75-145 [6]

*Durango has 36 affordable housing locations

Durango City Limits
Park/Open Space
Public Land

Figure 15: Affordable Housing
EDUCATION & ENCOURAGEMENT

The City operates a few programs to educate and encourage community members to travel more sustainably and safely. One of the main programs the City offers is Way to Go Durango, which is an incentive-based program to encourage participants to sustainably commute more. This program is open to all community members in Durango. In addition to encouraging mode shift, it also helps provide the City with more data points on multimodal transportation for grants and sustainability efforts.

Monthly, the City's Multimodal Division sends out a newsletter to over 2,000 subscribers with around a 50% open rate. This newsletter includes everything from updates on projects, safety tips, event advertisement, awareness campaigns, parking tips, and other education information. Paired with the newsletter are social media education campaigns and transportation and safety information on the website.

For those individuals willing to try shifting to an alternative mode, the City of Durango offers individualized travel training. The Multimodal Division has developed a transportation demand management program for small groups and individuals in Durango interested in getting out of single occupancy vehicles and commuting by public transit, bike, foot, or carpooling. Durango residents can schedule an in-person training session and the program instructors will help them identify the best routes from their homes to the places they want to go within the Durango community or connecting to regional services.

For local Durango businesses interested in promoting sustainable modes of transportation to their employees, the City developed a travel training program, offering site visits to businesses in order to evaluate strengths and potential barriers to commuter success. The Multimodal Division staff works with businesses to develop options for increasing the commuter-friendliness of local workplaces and conducts trainings with wellness coordinators, management staff, or all employees about the different modes of transportation, routes specific to their location, and tools to successful clean commuting.

TRANSPORTATION DEMAND MANAGEMENT

Transportation demand management (TDM) is the strategy of encouraging people to use multiple modes of transportation to spread out the demand on infrastructure. Other modes of transportation include transit, biking, walking, and ridesharing. The city's current TDM strategies include events, a multimodal incentivization program called Way to Go Durango, Safe Routes to School programs, and travel training for businesses and individuals.

Ridesharing in Durango has historically been informal, from resident-created park-and-rides to Facebook carpooling groups to a local business run vanpool. Rideshares include business/organization or municipality managed vanpools and carpools. With many employees in Durango living outside of the City in the region and commuting into the city every day, there are a lot of opportunities for rideshare. While there are a couple of official park and rides in the county along highways that serve commuters around the region, there are not any official lots or locations within city limits. There are known informal areas within the City that are used as park and rides, including Animas City Park and a gravel lot near the Twin Buttes trailhead.

Additionally, the City does not have an official carpool ride matching service for the public to use. Park and rides create additional options for parking when serviced by transit or shuttles and help reduce traffic in congested areas of town by increasing ridesharing.
EVENTS

The City holds multiple events throughout the year to encourage sustainable commuting. Many of these events have been occurring for a decade or more and involve extensive community collaboration. The City hosts an annual Clean Commute Week during June, in partnership with the State of Colorado Bike to Work Day. It is a celebration of walking, biking, carpooling, and riding transit around Durango. In addition to Clean Commute Week, the city hosts a Winter Bike to Work Day each year in February.

With a more educational component, the City works with Durango 9-R School District and private schools to conduct Safe Routes to Schools events and activities. These events and activities have included Walk ‘n Roll-a-Thons, walk and bike parades, walk audits, bicycle rodeos, and safety towns. Some of these events are coordinated by the City’s police department (PD) like bicycle rodeos and safety towns. The majority of these programs have taken place at the elementary schools but have begun to expand to middle schools. The City’s Multimodal Division, in collaboration with Durango 9-R and other nonprofit organizations, have successfully obtained Safe Routes to School grants to promote these educational programs over the years and rely heavily on the grant funding to operate these program efforts.
PUBLIC NEEDS

Through the community outreach process, the City gathered information and data from local community members regarding their multimodal transportation needs. This outreach included two online surveys, fourteen meetings and events, and an online interactive map. Meetings and events included meetings by zone, in person and virtual, Business Improvement District presentations, farmers market booths, event outreach, meetings with seniors and disabled populations and Latinx community, and the Multimodal Advisory Board. Outreach efforts included Spanish translation and interpretation and were held in accessible locations to receive representative feedback from the community. While the COVID-19 pandemic made the public outreach process more challenging, it forced a greater variety of outreach methods to be employed reaching people that may have not been typically reached in traditional outreach approaches.

Common themes from the outreach included expanded transit service, increased bike lane network, protected bike lanes, safer pedestrian crossings, improved ADA accessibility, better bicycle and pedestrian connections, and slower traffic speeds. Along with needs, the public was also assessed regarding their preference of pedestrian and bicycle facilities based on roadway types and intersections. The public input received during the outreach process has helped shape the goals, recommendations, and criteria framework in this plan. Additionally, the feedback from the public input has helped identify the corridors and connections and the associated projects.
3 GOALS & ACTIONS

GOALS

These areas of focus were identified by the community through the public outreach process to guide policies, programs, and infrastructure improvements toward the vision of a fully-connected transportation network.

Each goal contains strategies and actions to be accomplished. Departments and agencies necessary for coordinating the implementation of each action are identified and listed. Multimodal improvements involve the coordination of several departments across the organization. While the multimodal division will take the lead on the plans actions, communication and coordination is essential for achieving the goals of this plan.
• **CONNECTIVITY.** Establish a fully connected, safe, accessible and convenient multimodal transportation network that provides comprehensive mobility options throughout the City’s Comprehensive Planning Area.

<table>
<thead>
<tr>
<th>Action Item</th>
<th>Description</th>
<th>Department/Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Objective 1) Improve existing infrastructure to create a complete network of multimodal corridors and connections.</strong></td>
<td></td>
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<tr>
<td>1.1 Prioritize multimodal Capital Improvement Projects through the budgeting process according to the prioritization matrix in Chapter 4 of this plan.</td>
<td>TD</td>
<td></td>
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<tr>
<td>1.2 Collaborate with the Streets Division and CDOT on street maintenance projects to make multimodal improvements such as signage and striping by meeting quarterly to review projects.</td>
<td>TD, PW, CDOT</td>
<td></td>
</tr>
<tr>
<td>1.3 Install traffic calming treatments on streets when opportunities are available, at least once a year, including quick-build treatments according to criteria framework in Chapter 4.</td>
<td>TD, PW</td>
<td></td>
</tr>
<tr>
<td>1.4 Provide last-mile and first-mile facilities with each capital improvement project, including transit stop and parking improvements.</td>
<td>TD</td>
<td></td>
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<tr>
<td><strong>Objective 2) Ensure new development provides multimodal infrastructure according to the Land Use Development Code (LUDC) requirements and preferences provided in this plan.</strong></td>
<td></td>
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<tr>
<td>2.1 Include Multimodal Division staff in the Community Development Department’s weekly review of projects.</td>
<td>TD, CD</td>
<td></td>
</tr>
<tr>
<td>2.2 Update the LUDC with multimodal recommendations in Chapter 4 over the next 4 years.</td>
<td>TD, CD</td>
<td></td>
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</tbody>
</table>

**Department / Agency Key**

- TD Transportation Department
- SD Sustainability Division
- PR Parks and Recreation Department
- PW Public Works Department
- CD Community Development Department
- PD Durango Police Department
- GIS GIS Division
- DFPD Durango Fire Protection District
- PIO Public Information Office
- D9R Durango 9-R
- SO Sheriff’s Office
- CDOT Colorado Department of Transportation

*Figure 171: Objectives*
- **SAFETY.** Improve overall transportation network safety, with emphasis on vulnerable road users, by working toward a zero-fatality and serious injury transportation network.

<table>
<thead>
<tr>
<th>Action Item Description</th>
<th>Department/Agency</th>
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</thead>
<tbody>
<tr>
<td>Objective 1) City Council adoption of a Vision Zero resolution.</td>
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<tr>
<td>Objective 2) Improve data collection and analysis.</td>
<td></td>
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<tr>
<td>2.1 Use CDOT crash data to track and map crashes annually to analyze crash trends and hotspots.</td>
<td>TD, GIS, PD, CDOT</td>
</tr>
<tr>
<td>2.2 Invest in data collection software or equipment to easily collect data on volumes, speeds, and modes of travel including bicycle and pedestrian movements in the next 4 years.</td>
<td>TD, PW, CD</td>
</tr>
<tr>
<td>2.3 Establish at least two new unique and interactive ways for the public to provide safety concerns or needs for Durango’s transportation network.</td>
<td>TD, PW, PIO</td>
</tr>
<tr>
<td>2.4 Create a system or tool to routinely analyze level of traffic stress (LTS) for bicyclists and pedestrians on streets.</td>
<td>TD, GIS, PW</td>
</tr>
<tr>
<td>Objective 3) Expand community outreach and education programs.</td>
<td></td>
</tr>
<tr>
<td>3.1 Expand Safe Routes to School programs to all schools in Durango and create an established program with long-term partners in the next 4 years.</td>
<td>TD, D9R</td>
</tr>
<tr>
<td>3.2 Provide creative education material on the Multimodal web page and social media in the next year.</td>
<td>TD, PIO</td>
</tr>
<tr>
<td>3.3 Work with community partners to create a bicycle education program with a League Cycling Instructor in the next 4 years.</td>
<td>TD</td>
</tr>
<tr>
<td>3.4 Promote driver safety education programs both internally and in the community within the next year.</td>
<td>TD, PD, HR</td>
</tr>
<tr>
<td>Objective 4) Improve the City’s response time to community transportation safety concerns.</td>
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<tr>
<td>4.1 Implement quick-build projects to quickly respond to safety concerns prior to future capital improvements or achieve low-cost quick-wins.</td>
<td>TD, PW</td>
</tr>
<tr>
<td>4.2 Partner with Durango Police Department and Durango Fire Protection District to create an equitable, but quick enforcement response to traffic safety concerns.</td>
<td>TD, PD, DFPD, SO</td>
</tr>
<tr>
<td>Objective 5) Use proven innovative technologies and best practices when redesigning a street or conducting maintenance.</td>
<td></td>
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<tr>
<td>5.1 Include lighting in capital improvement and maintenance projects.</td>
<td>TD, PW</td>
</tr>
<tr>
<td>5.2 Plan for further growth of e-bikes and the need for wider shared use paths, mode separated paths, and/or other safety measures, by revising the LUDC and updating policies.</td>
<td>TD, PR, PD, PW</td>
</tr>
<tr>
<td>5.3 Adhere to latest and most applicable guidance from FHWA, PROWAG, NACTO, and AASHTO in design.</td>
<td>TD, PW, CD</td>
</tr>
<tr>
<td>5.4 Ensure new transportation infrastructure projects are designed for maintenance like snow and debris removal in a 24-hour period by city equipment.</td>
<td>TD, PR, PW</td>
</tr>
</tbody>
</table>
• **EQUITY.** Develop transportation infrastructure that equitably accommodates all people and is accessible to all mode users and abilities.

<table>
<thead>
<tr>
<th>Action Item</th>
<th>Description</th>
<th>Department/Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Objective 1) Improve maintenance of existing facilities.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1 Increase budget for maintenance of bicycle and pedestrian infrastructure to purchase specialized equipment and/or additional staff.</td>
<td>TD, PW, PR</td>
<td></td>
</tr>
<tr>
<td>1.2 Investigate and implement mechanisms for ensuring sidewalks and curb ramps are maintained and kept clear of snow and debris to create a more ADA compliant and accessible pedestrian network year-round.</td>
<td>TD, PW, PR</td>
<td></td>
</tr>
<tr>
<td>Objective 2) Prioritize projects more equitably.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.1 Prioritize capital improvement projects based on the criteria framework in Chapter 4 that takes crash data, volumes, and surrounding demographics and development into consideration.</td>
<td>TD, PW</td>
<td></td>
</tr>
<tr>
<td>2.2 Increase diversity in community feedback by using varied approaches for public engagement with a target of at least 300 residents, with a makeup consistent with census data for Durango's demographics.</td>
<td>TD, PIO</td>
<td></td>
</tr>
<tr>
<td>Objective 3) Increase and improve outreach efforts.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.1 Develop project outreach protocols that consider impacted community members' needs which may include outreach at off-times or at locations that are convenient for the target audience, and/or have childcare provided if necessary.</td>
<td>TD, PIO</td>
<td></td>
</tr>
<tr>
<td>3.2 Build relationships with community organizations that work with underserved community groups to obtain feedback and conduct effective outreach.</td>
<td>TD</td>
<td></td>
</tr>
<tr>
<td>3.3 Continue to provide interpretation, translation, and other accommodations for community members at all meetings and in all outreach materials.</td>
<td>TD, PIO</td>
<td></td>
</tr>
<tr>
<td>Objective 4) Expand transit services.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.1 Investigate transit service improvements including new or expanded routes, increased frequency, improved bus stop infrastructure, or expanded hours of service to determine what is most needed in the community.</td>
<td>TD, PW</td>
<td></td>
</tr>
<tr>
<td>4.2 Continue to investigate sustainable and increased funding sources for transit services.</td>
<td>TD, PR</td>
<td></td>
</tr>
<tr>
<td>4.3 Fully implement 2016 ADA Transition Plan within the next 10 years.</td>
<td>TD, PW, CD</td>
<td></td>
</tr>
</tbody>
</table>

Figure 17.3: Objectives
• **SUSTAINABILITY.** Increase mode shift to meet Durango’s Sustainability Plan’s goals for GHG emissions reduction.

<table>
<thead>
<tr>
<th>Action Item</th>
<th>Description</th>
<th>Department/Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Objective 1) Expand and improve Durango’s transportation demand management (TDM) programs.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1</td>
<td>Increase commuter program active memberships by improving the program platform to include mobile app and improved functionality for other TDM strategies.</td>
<td>TD</td>
</tr>
<tr>
<td>1.2</td>
<td>Foster and establish community vanpool services and ride matching opportunities in the community.</td>
<td>TD, SD</td>
</tr>
<tr>
<td>1.3</td>
<td>Implement parking demand strategies provided in the 2022 Comprehensive Parking Management Plan including taking steps to investigate and develop park and rides.</td>
<td>TD, PW, SD, CD</td>
</tr>
<tr>
<td>Objective 2) Include sustainable design elements in projects.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.1</td>
<td>Ensure multimodal capital improvement projects include street trees and drought tolerant landscaping.</td>
<td>TD, PR</td>
</tr>
<tr>
<td>2.2</td>
<td>Mitigate environmental impacts with infrastructure projects such as implementing innovative stormwater management practices.</td>
<td>TD, PW</td>
</tr>
</tbody>
</table>

Figure 17.4: Objectives

• **PUBLIC HEALTH & COMMUNITY.** Provide the community with easy access to recreation and community activities that promotes an inclusive and healthy community.

<table>
<thead>
<tr>
<th>Action Item</th>
<th>Description</th>
<th>Department/Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Objective 1) Increase access to active transportation options.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1</td>
<td>Work with community partners to provide some form of bike share for community members and visitors.</td>
<td>TD</td>
</tr>
<tr>
<td>1.2</td>
<td>Create online and physical maps of bicycle and pedestrian routes throughout Durango with routes rated by comfort level.</td>
<td>TD</td>
</tr>
<tr>
<td>1.3</td>
<td>Increase access to e-bikes by promoting use and ownership through rebates and other benefits.</td>
<td>TD, SD</td>
</tr>
<tr>
<td>Objective 2) Expand and Enhance Community Events</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.1</td>
<td>Increase event attendance by improving incentives, activities, and marketing.</td>
<td>TD</td>
</tr>
<tr>
<td>2.2</td>
<td>Partner with existing community events to provide multimodal activities including bike valet, transit service, education, or other initiatives.</td>
<td>TD, PR</td>
</tr>
<tr>
<td>2.3</td>
<td>Hold open streets or block parties in various neighborhoods with focus on children’s activities.</td>
<td>TD</td>
</tr>
</tbody>
</table>

Figure 16.5: Objectives
TRANSPORTATION FUNDING

MULTIMODAL CAPITAL FUNDING

Multimodal capital improvement projects (CIP) identified in this plan are funded through the 2015 Half Cent Sales and Use Tax, which was approved by voters to include expenses related to pedestrian and bicycle improvements. The Half-Cent Sales and Use Tax generates approximately $4,000,000 annually over 20 years, which is shared with Parks and Recreation projects. The Financial Advisory Board makes recommendations to City Council on the expenditures of the 2015 Half Cent Sales and Use Tax. The City has been successful in receiving both federal and state grants to implement multimodal infrastructure projects, including Highway Safety Improvement Program, Transportation Alternatives Program, FASTER Funding, Multimodal Transportation Mitigations and Options Funding, and Colorado Senate Bills 260 and 267.

TRANSPORTATION OPERATIONS FUNDING

The Transportation Services Enterprise Fund includes transit operations, administration and capital, parking operations, and multimodal operations. In 2023, the Fund’s adopted budget totaled $4,869,422 in expenses and $4,128,394 in revenue. The fund balance can sustain current operations through 2027, but an additional source of ongoing revenue must be identified in order to fund transit operations in the long term. Durango City Council’s 2022 Strategic Plan identifies a goal to develop a sustainable funding strategy for expanded transit operations (EIN 1.3)
FEDERAL AND STATE FUNDING

Grants make up a significant portion of the Transportation Services Fund revenues that fund operating, planning and transit capital expenses. Federal sources include, but are not limited to, Federal Transit Administration (FTA) grants, and Colorado Department of Transportation (CDOT) administered grants such as Multimodal Transportation and Mitigations Options Fund (MMOF) and FASTER funding.

Today, the City’s transit program relies heavily on FTA Section 5311 administration and operating, FTA Section 5310 mobility management funds, and FTA Section 5339 transit capital funds, administered and allocated through CDOT. In 2023, grants comprised a total of $1,787,539 for administration, operating, mobility management, capital, and planning costs.

LOCAL FUNDING

Local funding sources of the Transportation Services Enterprise Fund include parking fees and citations, Lodgers’ Tax, farebox revenue, and contracts. The City maintains a contract with the Associated Students of Fort Lewis College (ASFLC) to provide transit services to all registered FLC students. The contract was renewed in 2023 for another five years, with a modest escalated increase. Additionally, the City collaborates regularly with local businesses and organizations for Free Transit Day sponsorships.
This plan identifies infrastructure projects for future implementation to create a safer, connected, and accessible multimodal transportation network. Projects are identified from community feedback, through staff prioritization of corridors and connections, and through analysis of existing multimodal network connectivity. Projects are prioritized using the Criteria Framework established in this chapter. Annually, staff develops a proposed 5-year Capital Improvement Project plan based on the prioritized projects. Transportation staff presents the 5-Year Multimodal CIP to the Financial Advisory Board as part of the annual budget process. The Financial Advisory Board makes recommendations to City Council on the funding of Capital Improvement Projects.

This process will also be applied to future projects recommended by the community outside of this plan or from changes in development or needs. If a proposed project scores high in the criteria framework, it will be prioritized by staff for 2015 Half Cent Sales and Use Tax funding according to its ranking with other identified projects. It is recognized that there needs to be some flexibility in this prioritization process; however, this process is intended to take precedence in most cases. Projects that score between 30 – 50 are considered high priorities, 20 – 29 are considered medium priorities, and 1-19 are considered lower priorities. This framework creates a more equitable process for prioritizing projects instead depending on the loudest voices in the community and establishes a data based methodology.
### CRITERIA FRAMEWORK

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Criteria Details</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crash history (5-year)</td>
<td>Fatalities and/or bike or pedestrian crashes</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>Multiple injury crashes</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>One injury crash</td>
<td>1</td>
</tr>
<tr>
<td>Road Classification</td>
<td>Arterial</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>Collector</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Local</td>
<td>1</td>
</tr>
<tr>
<td>School route</td>
<td>Identified school route</td>
<td>3</td>
</tr>
<tr>
<td>Speeding history</td>
<td>&gt; 30% of traffic speeding</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>10 - 30% of traffic speeding</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>&lt; 10% of traffic speeding</td>
<td>1</td>
</tr>
<tr>
<td>Affordable housing</td>
<td>Affordable housing located on corridor</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>Corridor or connection between affordable housing and commercial areas</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>Improves overall connectivity, but is not near or on a connection to affordable housing</td>
<td>1</td>
</tr>
<tr>
<td>Commercial Areas</td>
<td>Located within commercial zone</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>Route to commercial zone</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Not located enroute to or within commercial zone</td>
<td>0</td>
</tr>
<tr>
<td>Pedestrian infrastructure</td>
<td>Missing pedestrian infrastructure (sidewalks, ADA ramps, etc.)</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>Pedestrian infrastructure not compliant with ADA</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>Only enhances pedestrian infrastructure</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Does not improve pedestrian infrastructure</td>
<td>0</td>
</tr>
<tr>
<td>Corridor or Connection</td>
<td>New multimodal corridor or connection</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>Improvements to existing corridor or connection</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>Not identified as corridor or connection</td>
<td>1</td>
</tr>
<tr>
<td>Parks, Trails, or Open Spaces</td>
<td>Adjacent to parks or trails</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>Route to parks or trails</td>
<td>1</td>
</tr>
<tr>
<td>Cost</td>
<td>Low cost (&lt; $30k)</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>Medium cost (&lt; $500,000)</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>High cost (&gt; $500,000)</td>
<td>1</td>
</tr>
<tr>
<td>Grants or Outside Funding</td>
<td>Over 25% funded</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>Below 25% funded</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>Potential for funding</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>No outside funding</td>
<td>0</td>
</tr>
<tr>
<td>Time</td>
<td>&lt; 6 months to complete</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>6 – 24 months to complete</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>&gt; 24 months to complete</td>
<td>0</td>
</tr>
<tr>
<td>Point Total</td>
<td></td>
<td>50</td>
</tr>
</tbody>
</table>

Figure 19: Criteria Framework

### CORRIDORS & CONNECTIONS

These corridors and connections were identified from community input, projects identified in previous plans, the Multimodal Advisory Board, injury network, road classification, and data of movements. Corridors follow existing roadways and routes that community members use to traverse and travel through the city and into the city from the surrounding region. Connections link gaps in corridors or areas that are not already connected by multimodal corridors or need more direct connections to encourage travel outside of a single-occupancy vehicle (SOV). The corridors and connections do not specify facilities, only general areas that are important for safety and multimodal facilities. It is important to note that while these are identified travel corridors and connections, some involve other jurisdictions and private land ownership that may limit or create boundaries to them.
Basin Creek
Lightner Creek
Junction Creek
Animas River
Lake Nighthorse
Junction Creek
Florida Rd Connection (2.3 mi)
October 2023
1 MILE
CORRIDORS AND CONNECTIONS
Public Land
Park/Open Space
Durango City Limits
Durango City Limits
1 MILE
Figure 20: Corridors + Connections
PROPOSED PROJECTS

These projects were created from a needs assessment of current infrastructure conditions and public needs along identified corridors and connections. These projects are not all encompassing, and it is acknowledged that there could be necessary improvements outside of these projects. The projects in this list are long-term capital improvement projects but could be implemented with quick-build treatments as described in the next section. Each project has a general estimated cost to assist in the prioritization. The estimated costs correspond to the cost category defined in the criteria framework.

<table>
<thead>
<tr>
<th>Corridor/Connection</th>
<th>Project Name</th>
<th>Description</th>
<th>Estimated Cost</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hwy 160 West Corridor</td>
<td>160 West Pedestrian Connections</td>
<td>Addressing lack of pedestrian crossings on Hwy 160 W</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>Lightner Creek Bicycle Route</td>
<td>Improved separated bicycle infrastructure from Twin Buttes to the Animas River Trail</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>Wildcat Commuter Improvements</td>
<td>Study of park and ride facilities and transit connections for westward commuters</td>
<td>Medium</td>
<td>High</td>
</tr>
<tr>
<td>Roosa Avenue Corridor</td>
<td>Roosa Bicycle and Pedestrian Improvements</td>
<td>Installation of bicycle and pedestrian facilities along Roosa Avenue including transit improvements</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>Lake Nighthorse Connection</td>
<td>Lake Nighthorse Multimodal Connection</td>
<td>Provide safe bicycle access to Lake Nighthorse from the Animas River Trail.</td>
<td>High</td>
<td>Medium</td>
</tr>
<tr>
<td>Camino Connections</td>
<td>12th St Connection</td>
<td>Install bicycle and pedestrian underpass</td>
<td>High</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>9th St Connection</td>
<td>Improve safety for bicyclists and pedestrians at this intersection</td>
<td>Medium</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>11th St Connection</td>
<td>Formalize 11th St intersection and provide pedestrian and bicyclist connectivity</td>
<td>High</td>
<td>Medium</td>
</tr>
<tr>
<td>Downtown Main Avenue Corridor</td>
<td>Downtown Pedestrian Improvements</td>
<td>Improve accessibility for pedestrians and safety along Main Avenue</td>
<td>High</td>
<td>Medium</td>
</tr>
<tr>
<td>Sawyer Dr Connection</td>
<td>Sawyer Drive Connection</td>
<td>Provide a safe pedestrian and bicycle crossing near Sawyer Dr to create access from BODO to mall</td>
<td>Medium/High</td>
<td>High</td>
</tr>
<tr>
<td>Carbon Junction Connection</td>
<td>Carbon Junction Connection</td>
<td>Carbon Junction to Animas River Trail</td>
<td>Medium/High</td>
<td>High</td>
</tr>
<tr>
<td>Mall Connection</td>
<td>Mall Connection</td>
<td>south end of the mall to the Animas River Trail</td>
<td>Medium</td>
<td>Medium</td>
</tr>
<tr>
<td>La Posta Road Corridor</td>
<td>La Posta Rd Bicycle and Pedestrian Improvements</td>
<td>Road to connect to Animas River Trail and Escalante Dr</td>
<td>High</td>
<td>Low</td>
</tr>
<tr>
<td></td>
<td>La Posta Transit Service</td>
<td>As La Posta Road develops, transit service provisions will be necessary</td>
<td>Medium</td>
<td>Low</td>
</tr>
<tr>
<td>Escalante Drive Corridor</td>
<td>Escalante Safe Crossings</td>
<td>Provide and improve pedestrian crossings on Escalante Drive</td>
<td>Low/Medium</td>
<td>High</td>
</tr>
<tr>
<td>Florida Mesa Connection</td>
<td>Florida Mesa Bicycle Route</td>
<td>Create a safe bicycle route to connect southern La Plata County with Animas River Trail</td>
<td>Medium/High</td>
<td>Medium</td>
</tr>
<tr>
<td>Florida Mesa Connection</td>
<td>Florida Mesa Commuter Improvements</td>
<td>Study of park and ride facilities and transit connections for southern commuters</td>
<td>Medium</td>
<td>Medium</td>
</tr>
<tr>
<td>Durango Airport Connection</td>
<td>Durango Airport Transit Connection</td>
<td>Establish airport transit service</td>
<td>Medium</td>
<td>Low</td>
</tr>
<tr>
<td>Three Springs Connection</td>
<td>Three Springs Bicycle Connection</td>
<td>Provide convenient bicycle connection between Three Springs and Downtown</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>Elmore’s Corner Connection</td>
<td>Elmore’s Corner Commuter Connection</td>
<td>Study of park and ride facilities and transit connections for Hwy 160 E commuters</td>
<td>Medium</td>
<td>Medium</td>
</tr>
<tr>
<td>Durango Mesa Connection</td>
<td>Durango Mesa Bicycle and Pedestrian Connection</td>
<td>Establish accessible bicycle and pedestrian connection to the future Durango Mesa Park</td>
<td>High</td>
<td>Medium</td>
</tr>
<tr>
<td>Goeglein Gulch Connection</td>
<td>Goeglein Gulch Bicycle and Pedestrian Connection</td>
<td>Bicycle and pedestrian connection from Santa Rita to Goeglein Gulch</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>E 3rd St Corridor</td>
<td>E 3rd St Bike Boulevard</td>
<td>Turn E 3rd St into a bike boulevard from E 3rd Ave to E 8th Ave</td>
<td>Low/Medium</td>
<td>Medium</td>
</tr>
</tbody>
</table>

Figure 211: Proposed Projects
<table>
<thead>
<tr>
<th>Corridor/Connection</th>
<th>Project Name</th>
<th>Description</th>
<th>Estimated Cost</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>E 8th Avenue Corridor</td>
<td>E 8th Ave Pedestrian Safety</td>
<td>Improve E 8th Ave pedestrian infrastructure and crossings</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>E 5th Avenue Corridor</td>
<td>E 5th Ave Bike Boulevard</td>
<td>Turn E 5th Ave into a bike boulevard from 12th St to 3rd St</td>
<td>Low/Medium</td>
<td>Medium</td>
</tr>
<tr>
<td>E 3rd Avenue Corridor</td>
<td>E 3rd Ave Pedestrian and Bicycle Safety</td>
<td>Improve bicycle and pedestrian safety along E 3rd Ave</td>
<td>Low/Medium</td>
<td>High</td>
</tr>
<tr>
<td>MidTown Connection</td>
<td>MidTown Safety and Connectivity Improvements</td>
<td>Improve accessibility and connectivity in MidTown from 135th St to 12th St</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>Florida Rd Corridor</td>
<td>Colorado Ave Pedestrian Connectivity</td>
<td>Improve pedestrian crossing at Colorado Ave</td>
<td>Low/Medium</td>
<td>Medium</td>
</tr>
<tr>
<td>CR 240 Commuter Connection</td>
<td>Study rideshare and transit connection needed</td>
<td>Medium</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>Hillcrest Dr Connection</td>
<td>Hillcrest Dr Pedestrian and Bicycle Connection</td>
<td>Create pedestrian and bicycle connection from Jenkins Ranch Rd through Hillcrest Dr to Goeglein Gulch Rd</td>
<td>Medium/High</td>
<td>Low</td>
</tr>
<tr>
<td>Ball Lane Connection</td>
<td>Ball Lane Connection</td>
<td>Provide an accessible bicycle and pedestrian connection from Jenkins Ranch to Florida Rd</td>
<td>High</td>
<td>Medium</td>
</tr>
<tr>
<td>North College Corridor</td>
<td>North College Bicycle and Pedestrian Improvements</td>
<td>Bicycle and pedestrian improvements to North College Dr</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>32nd St Corridor</td>
<td>32nd St Bicycle and Pedestrian Improvements</td>
<td>Improvements to create a safer bicycle and pedestrian network</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>Holly Connection</td>
<td>Holly Bicycle Connection</td>
<td>Create a safe bicycle connection from Florida Rd to 32nd St</td>
<td>Low/Medium</td>
<td>Low</td>
</tr>
<tr>
<td>Riverview Connection</td>
<td>Riverview Trail Connection</td>
<td>Create an accessible bicycle and pedestrian connection from Riverview to Animas River Trail</td>
<td>Medium/High</td>
<td>Medium</td>
</tr>
<tr>
<td>Animas View Dr Corridor</td>
<td>Animas View Dr Bicycle and Pedestrian Improvements</td>
<td>Add pedestrian and bicycle infrastructure to Animas View Dr</td>
<td>High</td>
<td>Medium</td>
</tr>
<tr>
<td>North Main Avenue Corridor</td>
<td>North Main Ave Safety Improvements</td>
<td>Traffic calming improvements to North Main Ave</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>Hermosa Commuter Connection</td>
<td>Study park and ride locations and transit connections</td>
<td>Medium</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>West Avenues Corridor</td>
<td>West Avenues Bicycle Boulevard</td>
<td>Bicycle boulevard from 32nd St to Roosa Ave</td>
<td>Low/Medium</td>
<td>Medium</td>
</tr>
<tr>
<td>Junction St Corridor</td>
<td>Junction St Bicycle and Pedestrian Connectivity</td>
<td>Improve pedestrian accessibility and connectivity and bicycle safety</td>
<td>High</td>
<td>Medium</td>
</tr>
<tr>
<td>27th St Connection</td>
<td>27th St Safe Crossing</td>
<td>Improve safety for bicycle and pedestrians crossing North Main Ave</td>
<td>Medium</td>
<td>High</td>
</tr>
<tr>
<td>28th St Connection</td>
<td>Junction St Bicycle and Pedestrian Connection</td>
<td>Create an accessible pedestrian and bicycle connection from 28th St to Junction St</td>
<td>High</td>
<td>Medium</td>
</tr>
<tr>
<td>25th St Connection</td>
<td>25th St Safe Crossing</td>
<td>Improve safety for bicycle and pedestrians crossing North Main Ave</td>
<td>Medium</td>
<td>High</td>
</tr>
<tr>
<td>19th St Connection</td>
<td>19th St Safe Crossing</td>
<td>Improve safety for bicycle and pedestrians crossing North Main Ave</td>
<td>High</td>
<td>Medium</td>
</tr>
<tr>
<td>Crestview Corridor</td>
<td>Crestview Bicycle Safety</td>
<td>Improve bicycle facilities around Crestview</td>
<td>Low/Medium</td>
<td>Low</td>
</tr>
<tr>
<td>Rockridge Corridor</td>
<td>Arroyo Bicycle Improvements</td>
<td>Improvements to bicycle facilities along Arroyo</td>
<td>Low</td>
<td>High</td>
</tr>
<tr>
<td>Recreation Center Corridor</td>
<td>Recreation Center Corridor</td>
<td>Multimodal improvements along E. 2nd Ave from 32nd Street to Durango Community Recreation Center</td>
<td>High</td>
<td>Medium</td>
</tr>
<tr>
<td>South Downtown Connection</td>
<td>South Downtown Connection</td>
<td>Bicycle and pedestrian connection from Animas River Trail to E. 1st Street</td>
<td>High</td>
<td>Medium</td>
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<tr>
<td>Animas River Trail Corridor</td>
<td>Connector Trails</td>
<td>Improved separated bicycle infrastructure from Twin Buttes to the Animas River Trail</td>
<td>Medium/High</td>
<td>High</td>
</tr>
<tr>
<td>Animas River Trail Corridor</td>
<td>Animas River Trail Improvements</td>
<td>Continued improvements to the trail and widening for increased e-bike use</td>
<td>High</td>
<td>Low</td>
</tr>
</tbody>
</table>

Figure 21.2: Proposed Projects
PREFERRED TREATMENTS

Every level of bicyclist should be able to travel around Durango safely according to their personal level of comfort. Providing facilities for all cyclists allows for fast commuters to ride on the road safely, which in turn increases the safety and maintains lower speeds on the City’s shared-use paths such as the Animas River Trail. This allows those less confident riders or those who prefer a more leisurely pace a more pleasant commute. Connecting all city bicycle networks provides for more options, increase safety, and promotes a more connected and comprehensive transportation system.

The highest level of bike facility, a protected bike lane or separated facility, should be considered first on arterial roadways, followed by lesser levels of bike facilities. Typically, bike lanes are identified in locations where the existing street width is sufficient to stripe them in place. A buffered bike lane or striped bike lane may be most appropriate on streets that do not have the space for a protected bike lane. Shared lane markings (sharrows) and bike routes are in place where the existing street width is not wide enough to allow for striping of a bike lane. Implementation of new bike lanes on existing streets may require road diets with re-striping to narrow the travel lanes. Road diets shift space from motor vehicle lanes to create room to stripe bike lanes or provide other multimodal facilities, while reducing speeding and improving safety for motorists and passengers. Road diets are a highly effective infrastructure improvement that can be implemented quickly and at a low cost, but they do come with some considerations where there is large delivery truck activity.

During the community outreach phase of this plan, input was sought on preferred bicycle and pedestrian facilities. Using this feedback, the plan develops the following preferred treatments that adhere to transportation design best practices for road classifications and corridors. While these facilities are identified by the community as the preferred treatment when feasible, it should be acknowledged that due to constraints in rights-of-way, topography, and existing conditions, these preferred facilities may not be able to be used in every applicable situation and it will be context-dependent.
PREFERRED BICYCLE FACILITIES ALONG MULTIMODAL CORRIDORS

Arterial streets are characterized by serving high volumes and longer trips within a city with fewer direct accesses and mainly commercial access. Collectors provide access to larger residential and commercial developments and provide connections from local streets to arterials. Local streets provide direct access to residential properties with driveways and have low speeds and volumes.

ARTERIAL - PROTECTED BIKE LANES OR SEPARATED BIKE FACILITIES

Protected bike lanes and separated bike facilities provide the highest level of safety for bicyclists by physically separating them from motor vehicles. These facilities also encourage use by multiple types of cyclists making them ideal for encouraging cycling for a broad spectrum of people’s comfort level and ability. These facilities require the most right-of-way width compared to other facilities, as well as additional maintenance and contextual considerations.

Figure 22.1: Arterial

Figure 22.2: Arterial
COLLECTOR - BIKE Lanes

Painted bike lanes are low cost and designate space in the existing roadway for bicyclists. They do not provide a physical barrier between motor vehicles but keep bicyclists and motor vehicles separate. Due to Durango’s collector streets typically having on-street parking, tradeoffs may exist between preserving parking and implementing bike lanes.

LOCAL - BICYCLE BOULEVARD

Local streets provide an opportunity for low stress bike routes that traverse the city off the main networks and provide neighborhood-scale connections. Bike boulevards restrict motor vehicle traffic to local traffic only and include traffic calming features to keep speeds slow. Motor vehicle volumes and speeds must be low since bicyclists share the travel lane with motor vehicles.
PREFERRED PEDESTRIAN FACILITIES ALONG MULTIMODAL CORRIDORS

ARterial

Landscape strip buffered sidewalk on both sides or a side path with walking and bicycle uses separated.

Sidewalks or side paths separated from high traffic speeds and volumes by landscaping provides a more comfortable experience. In addition to the more comfortable pedestrian experience, it slows vehicle speeds by narrowing the roadway and landscaping can keep temperatures lower and provide shade during the warmer months. Additionally, the landscape buffer provides space for snow to be plowed in a way that does not impede the pedestrian path. Buffered facilities take up more space and can be difficult to fit in existing roadway rights-of-way and existing topography.

CoLLecToR AND loCAL

Landscape strip buffered sidewalk or parking buffered sidewalk.

In cases where there is not space for landscape strip buffers, sidewalk can be buffered by parking. Again, this separates pedestrians from higher traffic volumes and speeds and provides for a more comfortable experience. It should be noted that parking is not consistent and passenger door zones may infringe into the sidewalk where pedestrians are walking. Additionally, the use of parking to buffer pedestrian zones may be in conflict with the goal of adding bike lanes where doing so would require removal of on-street parking.
QUICK-BUILD & PILOT PROJECTS

To address community safety concerns and needs more responsively, quick-build projects allow the city to deploy treatments rapidly and test treatments out before millions of dollars have been spent. Quick-build projects use low-cost materials to build temporary treatments. Common quick-build projects are traffic calming features like mini-roundabouts, curb extensions, pinchpoints, protected bicycle lanes, bike boulevards, open streets, and chicanes. Often, quick-build projects are referred to as pilot projects because they also demonstrate potential new designs for a roadway and provide the ability to assess effectiveness and functionality prior to permanent construction.

In 2022 and 2023, the City began implementing quick-build projects. Two quick-build projects in Durango include the “pedlet,” a temporary metal walkway on Downtown Main Avenue in the 700 block that demonstrates the Downtown’s Next Step Project which is designing widened sidewalks and curb extensions at the intersections. Another quick-build project is the West Park Avenue Traffic Calming Pilot project, which used paint and flex posts to create curb extensions and pinchpoints to help slow traffic speeds.

Quick-build projects require cross-departmental and agency coordination due to the impact on multiple operations like snowplowing, striping, street sweeping, trash and recycling pickup, and emergency response. This coordination takes time and requires flexibility with design strategies. Under the Bipartisan Infrastructure Law that was passed in 2021, there are many grant opportunities available to the City to help coordinate studies and guidance for infrastructure strategies and test implementation. Specifically, this plan recommends the City investigate these grant opportunities to study speed management practices that strike a balance between emergency services, winter maintenance, multimodality, and reducing speeds. The study should investigate both permanent and temporary quick-build treatments as an interim solution to test strategies for a corridor.

COMMON IMPROVEMENT REQUESTS COST ESTIMATES IN 2023

These costs include traffic control, materials, and general labor costs. However, they do not include studies, mobilization efforts, unique circumstances like utility relocations, demolition, special grading needs, or outreach. The costs listed below are estimates based on 2023 costs, and are intended to provide the reader with basic general information on common infrastructure improvement costs.

<table>
<thead>
<tr>
<th>IMPROVEMENT</th>
<th>QUANTITY</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>BIKE LANE (PROTECTED W/DELINEATORS)</td>
<td>1,230 LINEAR FT</td>
<td>$29,960.00</td>
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<td>RRFB</td>
<td>1</td>
<td>$21,000.00</td>
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<tr>
<td>BIKE LANE</td>
<td>2,640 LINEAR FT</td>
<td>$9,340.00</td>
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<tr>
<td>CURB RAMP</td>
<td>1</td>
<td>$8,630.00</td>
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<tr>
<td>SIDEWALK</td>
<td>50 SQUARE FT</td>
<td>$5,870.00</td>
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<tr>
<td>CROSSWALK (THERMOPLASTIC)</td>
<td>1</td>
<td>$3,800.00</td>
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<tr>
<td>CROSSWALK (PAINT)</td>
<td>1</td>
<td>$2,100.00</td>
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</table>
APPLYING THESE COSTS TO A PROPOSED PROJECT

To demonstrate how much a full multimodal reconstruction project can cost, rough estimates of a shared use path improvement project on three quarters of a mile of an arterial street are outlined in Figure 26.

<table>
<thead>
<tr>
<th>Item</th>
<th>Unit</th>
<th>Quantity</th>
<th>Unit Price</th>
<th>Total Cost</th>
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</thead>
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<tr>
<td>5-ft Concrete Sidewalk (4-in Thick)</td>
<td>SY</td>
<td>2520</td>
<td>$90.00</td>
<td>$226,800.00</td>
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<td>12-ft Shared Use Path (6-in Thick - Fiber Reinforced)</td>
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<td>6030</td>
<td>$150.00</td>
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<td>3-ft Stamped Concrete</td>
<td>SY</td>
<td>1530</td>
<td>$200.00</td>
<td>$306,000.00</td>
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<tr>
<td>Curb &amp; Gutter</td>
<td>LF</td>
<td>9000</td>
<td>$45.00</td>
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<td>Hot Mix Asphalt Patching</td>
<td>TON</td>
<td>3150</td>
<td>$225.00</td>
<td>$708,750.00</td>
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<td>Full Depth Pavement Reclamation</td>
<td>SY</td>
<td>20925</td>
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<td>Subtotal</td>
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<td></td>
<td>$2,864,925.00</td>
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<td>40% FOR MOBILIZATION, DEMO, TRAFFIC CONTROL, SURVEYING, ETC.</td>
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<td></td>
<td>$1,145,970.00</td>
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<tr>
<td>TOTAL</td>
<td></td>
<td></td>
<td></td>
<td>$4,010,895.00</td>
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Figure 26: Cost Example

Photo: The T in the Animas Valley
Courtesy of the City of Durango
LAND USE DEVELOPMENT CODE
RECOMMENDATIONS

It is acknowledged that some of the recommendations in this plan will require updates to the Land Use Development Code and Code of Ordinances in order to be implemented. A summary of these code recommendations are highlighted below as a guide.

Create a parking reduction process for new residential and commercial development or redevelopment to demonstrate a reduction in projected trip generation from planned transportation demand management practices. These practices may include but are not limited to being located on a transit route, providing transit passes, providing shared cycles, indoor or covered cycle storage, wellness programs to incentivize sustainable commuting, and carpool or vanpools programs.

Revise bicycle parking requirements to match the preferred bicycle racks style and location per the American Pedestrian and Bicycle Professionals Bicycle Guidelines. Bicycle parking spaces should also take into consideration tricycles and larger e-bikes to accommodate the expanding e-bike and tricycle use. Additionally, incentives should be created to encourage existing businesses and development to retroactively install or update bicycle parking to meet new standards.

The overall goal of the design standards should be focused on moving people, not cars, and be ingrained in complete streets principles. Update street design standards to be more flexible for new development projects by providing alternate street cross-sections that allow for contextual fit. Standard street cross-sections should be updated to reflect the preferred bicycle and pedestrian facilities by street classification as outlined in this plan and include elements for traffic calming.

The Multimodal Transportation Plan should be referenced in the Complete Streets Policy section in regard to multimodal corridor and connectivity. Multimodal connections from or through new development or redevelopment should be clearly required. This may require easements be dedicated for future infrastructure or new infrastructure to be installed at the cost of the developer or a public private partnership.
This plan is a call to action. To achieve the goals and vision of this plan, the City, in collaboration with other agencies, organizations and businesses, and individuals in the community will have to work together on implementing the outlined actions. City staff will be tasked with coordinating, prioritizing, and implementing projects and programs, and obtaining funding.

This plan is a road map to making Durango a safe and equitable transportation network that is fully connected and allows people of any race, ethnicity, gender identity, and ability to move safely and efficiently by their mode of choice.
As Durango continues to grow and technology continues to advance, and once goals in this plan are achieved, effort will be required to maintain that success. Success will be indicated by incremental progress on the various actions for each goal. This should be measured quarterly and presented to City Council and the community for transparency and accountability. There are multiple ways to measure and report progress.

One way to measure progress is to use the City’s existing budgeting key performance indicators (KPIs) reporting. The City currently uses KPIs organization wide to measure the effectiveness of departments as they make progress towards achieving strategic goals. This is done quarterly in relation to budget updates. There are multiple KPIs that relate to the goals in this plan and more can be added to measure success. In addition to KPIs, the multimodal division should release a yearly report card of achievements and progress.

There are national organizations such as Bicycle Friendly Community, Walk Friendly Community and People for Bikes that evaluate the City’s bicycle and pedestrian infrastructure programming to rank them according to similar criteria outlined in this plan. These organizations are a good resource for outside evaluation of progress.

It is not anticipated that Durango will achieve this vision overnight and it will likely be a continuous process as technologies, needs, population, and development change. It is recommended that this plan be updated every 5 years to ensure proper alignment with City Council strategic goals, compliance with most recent best practices and strategies, update data, assessment of implementation, and analysis of effectiveness. This update should be performed by City staff with feedback from the community and organizations.
## 2015 Projects | funded by 1/2 cent sales tax | 21.5201.31499

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<th>Description</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>2027</th>
<th>2028</th>
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<td><strong>Expenditures</strong></td>
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<td><strong>POSTR</strong></td>
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<tr>
<td><strong>MM</strong></td>
<td>4,693,810</td>
<td>800,000</td>
<td>5,150,000</td>
<td>4,200,000</td>
<td>4,000,000</td>
<td>5,600,000</td>
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</tbody>
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