



**Pagosa Springs US 160
Corridor Vision Plan**

Pagosa Springs, Colorado
Colorado Department of Transportation and
The Town of Pagosa Springs

Prepared for:

**Colorado Department of Transportation
and The Town of Pagosa Springs**

February 2020



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1.0 Roadway

1.1 Corridor Description

This US 160 Pagosa Springs Corridor Vision Plan covers US 160 through Pagosa Springs from 10th Street to 1st Street. The existing roadway is asphalt and the striping is two lanes in each direction with on-street parking on both sides, sidewalks, and several pedestrian crossings. Bicycles share the right lane with traffic.

The proposed US 160 will be concrete from 8th Street to 3rd Street. The striping will be one lane in each direction with a dedicated bicycle lane, on-street parking, and a median. The median will be raised concrete from 5th Street to 4th Street, and two-way left turn lanes elsewhere. The sidewalks and curb ramps throughout will be brought up to current ADA standards.



1.2 Overall Improvements

1.2.1 Resurfacing and Reconstruction

The project includes ten blocks of paving: six blocks of complete roadway reconstruction using Portland Cement concrete pavement (PCCP), and four blocks of planing and hot mix asphalt (HMA) overlay. Construction begins about 400 feet west of 8th Street with planing and HMA overlay, which continues east for 200 feet. At that point, full-depth reconstruction begins with 9-inch PCCP on 6 inches of aggregate base course (class 6). The concrete section continues for 3,200 feet to just east of 3rd Street, where planing and HMA overlay resumes. The overlay continues for 400 feet to just beyond a mid-block crossing between 3rd Street and 2nd Street. East of that point, there are a few areas of HMA patching adjacent to new curb and gutter.

1.2.2 Pavement Markings

Existing Conditions

Through most of the project limits, US 160 is presently striped with two lanes each way with no turn lanes. There is on-street parking on both sides.

In the spring of 2018, CDOT restriped the area between 3rd Street and 1st Street as one lane each way to see how it would operate. The lane diet operated acceptably, even during the busy summer months. Wood's traffic analyses (Appendices A and B) confirm that the US 160 lane diet should operate well for many years into the future.

Proposed Striping Plan

The details of the striping plan are described below in the block-by-block review. In general, the proposed typical section includes one lane each way, a bicycle lane each way, on-street parking on both sides, and a median or left turn lane.

Some of the goals of this striping plan include:

- Slowing traffic down through town to promote tourism and pedestrian safety.
- For pedestrians, reducing the number of lanes of traffic they must cross for increased safety, and creating opportunities for refuge in the median.
- Connecting the bike route on US 160 with the proposed river trail, making a loop.
- Improving operations at intersections with dedicated left and right turn lanes.

Possibility of Returning to Two Lanes Each Way

Recognizing that CDOT may decide to change the striping back to its current configuration, the design includes several features to accommodate two lanes each way, so this change could be done without major reconstruction.

- The curb bump outs align with the outside lane in the two lane each way configuration.
- The longitudinal joints will not be in the wheel path in either striping configuration.
- The striping will not be inlaid.
- The raised concrete medians are narrow, leaving room for on-street parking in a two lane each way configuration.

1.2.3 Pedestrian Facilities

Tourism is important to the vitality of Pagosa Springs, especially through this corridor where there are many shops and restaurants. Therefore, pedestrian access and pedestrian experience are at the forefront of this corridor vision plan and the US 160 reconstruction project.

Existing Conditions

Currently, there are crosswalks at most of the intersections and two mid-block crosswalks: one in the middle of the sharp curve by the courthouse, and another in the middle of the 400 block. During the summer, the Town places "State Law Vehicles Must Yield to Pedestrians" signs in the median in advance of all the crosswalks that cross US 160. Additionally, the Town recently added hand-held flags at the two mid-block crossings to help draw attention to pedestrians. The feedback received during the public involvement process was that the additional signs and the flags do indeed improve awareness of pedestrians. All the existing crosswalks are composed of 2-foot wide white thermoplastic bars. The one at the curve and the mid-block crossing have red concrete borders with LED lights.

Proposed Crosswalks

The proposed crosswalks will be red patterned concrete with white borders like the photo on the right.

The signalized intersections (8th, 5th, and 4th Streets) will have ADA compliant push-button activated pedestrian signals. All the other crosswalks will be equipped with push button activated Rectangular Rapid Flashing Beacons (RRFBs) to improve visibility.

During the stakeholder meeting with elected officials, they agreed unanimously to eliminate the crosswalk at the curve. We received similar feedback at our first public meeting. Therefore, our design eliminates this crosswalk.

The other crosswalks will remain essentially as they are with a few improvements. The crosswalk at 3rd Street will be enhanced with a refuge island in the median. At 1st Street a new crosswalk will connect the future trail coming up from the river south of US 160 to the future pedestrian bridge north of US 160. The mid-block crossing in the 400 block will remain and will be enhanced with curb bump outs and a median refuge island.

A new mid-block crosswalk will be added in the 200 block. During one afternoon, Town staff counted 80 jaywalkers in one hour at the Pagosa Baking Company. Therefore, a formal mid-block crossing near there with curb bump-outs and a refuge island in the median will enhance safety.



Red stamped concrete



Existing crosswalk at the curve will be eliminated

Proposed Sidewalks and Curb Ramps



The specific sidewalk improvements are covered in detail in the next section of this report. In general, sidewalks were added, widened, or repaired from 8th Street through 1st Street to ensure that, at a minimum, they will meet current ADA standards.

Curb bump-outs (like the one shown in the photo to the right) will be added at the 5th, 4th 3rd and 1st Street intersections and at both mid-block crosswalks. Curb bump-outs help to improve pedestrian safety at crosswalks by getting the pedestrians out from behind parked cars, improving visibility, and reducing the crossing distance.

1.3 Block-by-Block Review of Specific Improvements

1.3.1 Introduction

The improvements described in the previous section apply generally to the entire project. This section focuses on specific improvements within each block.

1.3.2 10th Street to 8th Street

Roadway

Planing and HMA overlay begins about 400 feet west of 8th Street and continues for 200 feet, where reconstruction with PCCP begins.

West of 10th Street, eastbound US 160 is one lane. The proposed striping scheme will not add the second through lane. To help alleviate morning backups due to the heavy turning movement into the high school, the proposed design will add a dedicated deceleration/right turn lane for eastbound traffic onto 10th

Street. To accomplish this, the restriping will begin about 550 feet west of 10th Street, with the new right turn lane taking up the existing shoulder.

The US 160-Pagosa Springs West Access Control Plan (2010) requires closure of the direct access to the natural grocery store from US 160, which means that the existing two-way left turn lane will no longer be needed. The proposed design will have dedicated left turn lanes onto 8th and 10th Streets.

There will be a continuous right turn acceleration/deceleration lane between 10th and 8th Streets.

The westbound striping will remain as it is with two lanes.

Sidewalk and Pedestrian

The only sidewalk in this area is a new installation on the south side of US 160 near 8th Street. The sidewalk and curb ramps in the southwest quadrant of the 8th Street intersection meet ADA standards. All other curb ramps at 8th Street will be replaced to meet ADA standards.

1.3.3 8th Street to 7th Street

Roadway

This block will be reconstructed with PCCP.

From 8th Street to 1st Street, the proposed typical section will be one through lane each way, a bike lane each way, on-street parking on both sides, and a two-way left turn lane in the median with dedicated left turn lanes at the intersections. In this block, the median is painted.

Pedestrian

On the north side of US 160, the proposed design has a new 6-foot wide separated sidewalk where there is currently no sidewalk.

On the south side, the existing pedestrian access is through the north edge of the grocery store parking lot, in front of the parking stops. There are stairs at the east end of the parking lot leading down to the curb ramp. The proposed design will reconstruct the sidewalk in concrete, and the profile will be revised to eliminate the stairs. There will be a short (3-foot maximum height) landscape wall to make up the elevation difference between the new sidewalk and the parking lot.

The area between the separated sidewalks and US 160 is a potential landscape opportunity for the Town. Dirt and boulders are currently in this area on the south side.

1.3.4 7th Street to Lewis (includes McCabe Creek)

Roadway

This area will be reconstructed with PCCP. The existing roadway crown is very steep, and the north and south gutters are at different elevations. The design will reduce the crown while keeping enough cross slope to promote good drainage.

The typical section will be the same as the previous block. The median will be painted.

Pedestrian

There is attached sidewalk on both sides of US 160 through this area, with several curb cuts for driveways. The proposed design will replace all the sidewalk and driveways, bringing it all up to current ADA standards.

McCabe Creek

The McCabe Creek crossing will be constructed before US 160 is reconstructed. In the McCabe Creek project, US 160 would be constructed with HMA, matching the existing roadway crown. Then, when the Reconstruction project happens, the HMA would be replaced with PCCP with the lower crown. The curb, gutter, and sidewalk built as part of the McCabe Creek project would all remain.

1.3.5 Lewis Street to Curve

Roadway

This area will be reconstructed with PCCP. Like the McCabe Creek area, the existing roadway crown is steep, and the north and south gutters are at different elevations. In this area, there will be a raised median which allows the eastbound and westbound profiles to be somewhat independent, which helps to make a more uniform cross slope. The raised median provides a potential landscaping opportunity for the Town.

The east end of the raised median on this block has been designed with a large, curving taper to guide the turning path of westbound semi trucks as they come out of the sharp curve.

Possibility of Returning to Two Lanes Each Way

Until the second public meeting, raised medians were designed to be approximately 14 feet wide. At that meeting, Wood explained that if US 160 were ever striped back to two lanes each way, the on-street parking would be eliminated wherever there was raised median because it was taking up the roadway width. Many people expressed that parking was extremely important, and they did not want to risk losing parking in the future. Therefore, the raised median width has been reduced to potentially accommodate on-street parking with two lanes each way.

The raised median is shifted slightly to the north in this block. The corridor is very narrow at this location, so if US 160 were restriped back to two lanes each way, even the reduced median width would not leave enough room for parking on both sides. Shifting the median to the north allows on-street parking on the south side, where the entire block is available for parking. Parking on the north side would be eliminated, but the north side has very few on-street parking spaces due to the alley access, right turn lane, and the Memory Lane parking lot. Note that this loss of on-street parking only applies if US 160 is ever restriped back to two lanes each way. With one lane each way, there will be room for approximately 13 vehicles on the north side.

Memory Lane

The existing head-in parking in front of Memory Lane antique shop will remain as-is. The top photo to the right demonstrates that parked vehicles block what appears to be the sidewalk. What is not evident in the photo is that there is a sidewalk to the right that passes in front of the stores. One of the goals of the landscape plan should be to direct pedestrians to walk in front of the stores, and not out in the gutter.

Further investigation is needed to determine if the stamped concrete surface in front of the stores meets ADA requirements. If it does not, the grooves could be



Consider landscaping to direct pedestrians onto the sidewalk to the right



The sidewalk in front of the stores is stamped concrete



filled with mortar or grout, or it could potentially be coated with a polymer finish to make it smoother.

1.3.6 Curve to Hot Springs Boulevard

Roadway

This area will be reconstructed with PCCP.

In this area, the existing curb on the southeast side is very tall. Most car doors cannot open against such a tall curb, so the passengers cannot get out. The proposed raised median in this block allows the eastbound profile to be raised so that a standard 6-inch tall curb can meet the existing sidewalk elevation. An additional benefit of the raised median is that it provides a landscaping opportunity for the Town.



Both planter boxes will be affected by the driveway design.

For eastbound traffic approaching the curve, the existing entrance into the parking lot looks like a continuation of US 160 because US 160 curves sharply to the left, and the parking lot is straight ahead. The proposed design will narrow the entrance into the parking lot and move it north of the curve. The details about how the new driveway ties into the existing planter boxes will be resolved in the final design.

Pedestrian

The sidewalk on the northwest side will be widened by about 2½ feet, and the sidewalk on the southeast side by about 1½ feet. The existing planter boxes on the northwest side will be disturbed by the sidewalk construction. The details of the tree boxes will be addressed during final design.

At the mid-block crossing, bulb-outs will be added, and the tall landscaping will be eliminated. Landscaping of the curb ramp bulb-outs will be addressed in final design. Short landscape elements are recommended, so pedestrians and drivers can clearly see each other.



The landscaping blocks the view of pedestrians.

1.3.7 Hot Springs Boulevard to 3rd Street

Roadway

This area will be reconstructed with PCCP.

The median will be a painted two-way left turn lane, transitioning to dedicated left turn lanes at the intersections.

Pedestrian

The existing crosswalk crossing US 160 at 3rd Street is to the west of 3rd Street. For eastbound traffic, the crosswalk is immediately after a curve in the roadway, making it difficult for drivers to see pedestrians in the crosswalk. To improve that situation, we are moving the crosswalk to the east of 3rd Street, further away from the curve. The proposed design will also add a raised concrete refuge island at the crosswalk, so people will only cross one direction at a time.



1.3.8 3rd Street to 1st Street

Roadway

The PCCP will end about 200 feet east of 3rd Street, where planing and HMA overlay will begin. The HMA overlay will continue for 300 feet to just past the proposed mid-block crossing between 2nd Street and 3rd Street.

Beyond that point, the work will consist of restriping to one lane each way, improving sidewalks to meet ADA requirements, and minor modifications to the 1st Street intersection.

Pedestrian

A mid-block crossing between 3rd and 2nd Street with curb bulb-outs and a median refuge island will be added.

A new crosswalk at 1st Street with curb bulb-outs will also be added.

In a few locations, the existing sidewalk is narrower than what is required by ADA standards. The sidewalk width will be increased in these areas to meet ADA standards. See the photos below.



The colored concrete will be made steeper to widen the sidewalk. The driveway and wavy sidewalk to the west will be replaced with a standard CDOT driveway.



The notch in the sidewalk here will be straightened, cutting more into the roots of the carved tree



The curb height will be increased here to widen the sidewalk. The driveway to the west will be replaced with a CDOT standard driveway.



No work is proposed at this location

1.4 Plan Revisions

The US 160 Reconstruction plans (included in Appendix E) have been tabled, pending funding. While the following is not an exhaustive list, some of the major issues that will be addressed prior to advertisement include:

- Changing the painted median from 8th to 5th Street to a two-way left turn lane, with dedicated lefts at the intersections
- Developing the final landscape plan in collaboration with CDOT and the Town
 - Directing pedestrians to walk in front of the stores at Memory Lane
 - Developing details of the planter boxes at the parking lot entrance at the curve
 - Addressing tree planter boxes on northwest side of 400 block
 - Landscaping around curb bulb-outs
 - Designing median islands
 - Designing lighting themes
- Designing the color and pattern of crosswalks
- Determining whether the surface of the stamped concrete in front of Memory Lane meets ADA requirements.

2.0 Traffic Analysis

Wood developed traffic models of the corridor using Synchro and VISSIM. Traffic was based on counts and a 1.4% per year growth rate. Both software packages confirmed that the corridor will operate acceptably with the lane diet. See Appendices A and B for the complete traffic reports.

2.1 Synchro Conclusions

One of the important goals of the Synchro analysis was to determine the horizon year for the lane diet. In other words, how long the lane diet will operate acceptably. If exclusive right turn lanes were added to US 160 at 4th Street/Hot Springs Boulevard (which would eliminate some parking spaces), the horizon year would be estimated at 2041. In the year 2041, the Synchro models shows some movements at the signalized intersections operating at LOS E, and several of the non-signalized approaches at LOS F. Also, at that time the intersection of 3rd Street may warrant a signal, which would operate at LOS C, if installed.

2.2 VISSIM Conclusions

The VISSIM model demonstrated that all intersections and approaches operate at LOS C or better in the year 2030. One of the important design changes that resulted from the VISSIM modeling was to change the painted median between 8th and 5th Streets to a two-way left turn lane.

3.0 Landscape Architecture

Divine Designs International, a local Landscape Architecture firm, developed the landscaping concepts for the US 160 corridor.

3.1 Design Objective Considerations

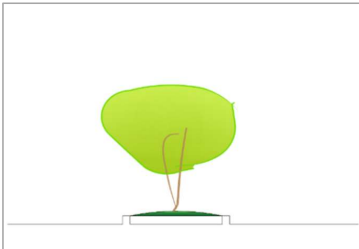
The landscape concepts were developed with the following goals in mind:

- Safety: pedestrian, vehicle, wildlife, physical assets
- Identity: message translated to the world about the Town through outdoor space water use, appreciation of art, and creativity
- Purpose & Vision: consistent themes and ideas throughout the community
- Cost and maintenance: based on long-term, realistic Town resources

3.2 Design Concept 1

Manicured Landscape Turf

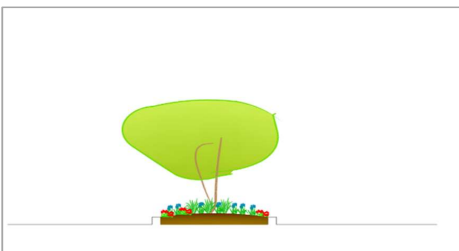
- Kentucky Blue Grass Mix
- Traditional boulevard solution
- Consistent color for 3 seasons
- Reduces dust
- Cools surrounding area
- Bio-filter for surface water
- Universally accepted as aesthetically pleasing
- Uninterrupted visibility for safety



3.3 Design Concept 2

Perennial Landscape Beds

- Assorted color, texture and form
- Hardy for climate and road exposure
- Drought tolerant, minimum irrigation required
- Visually pleasing, not obstructive
- Placed in organic mulch
- Minimum weed control
- Color sensitive to pedestrian crossing
- Sub surface drip irrigation



3.4 Design Concept 3

River Stone Mulch + Native Perennials

- River line theme to connect vehicle traffic with pedestrian river walk
- Complements the surrounding environment well
- Deters unsafe road crossing outside of designated locations
- More resistant to vehicle damage
- Native planting pockets provide color and texture
- Subsurface irrigation for increased growth success
- Low maintenance



3.5 Design Concept Details

Vegetation:

- Ornamental Pear or Crabapple trees
- Fruitless, to not attract wildlife
- Managed to allow safe traffic flow
- 30' spacing between trees
- Consistent with historical plantings in town

Visually stimulating art options:

- Themes with local significance
- Local art community can be solicited for ideas
- Marriage of art with local heritage and history
- Consider focal areas with seating and water features options. Use San Juan River and Hot springs as inspirations.

Keys to success:

- Drainage of road surface water into medians when possible
- Use of high concentrations of organic materials in soils
- Installation of subsurface irrigation systems
- Use of hardy native perennials in planting beds
- Understanding of road ice management and how to balance potential negative impacts on plant life
- Use of local resources to ensure proper oversight of proper landscape installation
- Development of a comprehensive maintenance plan



4.0 Drainage

The drainage system throughout the corridor will be replaced. See Appendix C for a detailed description of the drainage improvements.

5.0 Public Involvement

A series of stakeholder and public meetings were held in August and September of 2018. These meetings were conducted as a means of informing individuals and groups about the Corridor Vision project, and to get input and feedback onto what could be done to make the corridor a more inviting and functional aspect of the community. Stakeholder meetings are targeted engagement, focused around either a topic or interest. Three Stakeholder groups were identified for this project: multi-modal users, elected officials, and business owners. A meeting was held with each group. Public Meetings are designed to provide opportunities for the general public to find out more about the project and to provide input. A variety of different visual displays were used in all the meetings including a plan view on aerial imagery and renderings of the design that demonstrate what the changes will look like at street level. Complete details of the public meetings, including the presented materials, are included in Appendix D.

5.1 Stakeholder Meetings

The Stakeholder meetings were structured to allow for focused discussions related to the specific area of interests for the three groups. There was, however, a large amount of overlap in the comments and concerns across all three groups. This included pedestrian and bicycle safety both for people crossing the roads as well as non-motorized traffic along the roads, parking and drainage. The table below highlights the comments received from these meetings.

| Area of Concern | Comment/Suggestion |
|-----------------------------------|---|
| School Access and Student Safety | Student drop-off and pick-up creates congestion along US 160 |
| | Students crossing the road are at risk. Suggestions included more signage, raised pedestrian walkways, and a pedestrian underpass |
| Pedestrian/Bicycle Safety | Providing bump-outs for pedestrians at key intersections. |
| | Moving shark teeth at 2 nd St. Intersection to offer more distance between pedestrians and traffic |
| | Widening sidewalks through the 400 block |
| | Use of color in bike lanes to help delineate for safety purposes |
| Drainage | Several comments were made concerning issues with current drainage in the project area |
| | Concern was raised as to how potential pedestrian improvements might affect drainage |
| Traffic and Roadway Configuration | Use of raised medians to control midblock crossings |
| | Maintaining access for businesses |
| | Adding new traffic signals/signal timing issues |



| Area of Concern | Comment/Suggestion |
|-----------------|---|
| | Turn radius adequacy between 4 th and 5 th St. for logging trucks with double trailers Need for additional explanation of the 3-lane configuration 10 th St. left turn lane refuge recommendation Speed limit inconsistencies through town and speed limit enforcement Elimination of the 4 th St. intersections at 160 and Hot Springs Blvd to reduce traffic issues |
| Snow Removal | Concern about how proposed raised medians, bump-outs, and raised cross walks might affect snow removal |
| Funding | Funding mechanisms for this project |
| Parking | How proposed changes will affect total parking numbers Need for more RV-sized parking in town Potential use of vacant lots for additional parking Potential development of a parking garage for the town and elimination of street parking Addition of parking meters as a means of controlling on-street parking and raising funds Adding car charging stations as a means of attracting tourism |
| Environmental | Continued use of magnesium chloride for snow removal/ice removal and its effects on the environment |

5.2 Public Meeting 1

The first of two public meetings was held August 22, 2018. It was focused on gathering input into the roadway design and pedestrian and bicycle issues. To that end, a comment form was used with four questions:

1. What do you think of the 1-lane each way striping (like what now exists from 1st to 3rd)?
2. What do you think of the pedestrian/bike enhancements presented? Are there other ideas the design team should consider?
3. What is your opinion of the raised median from Lewis Street to Hot Springs Boulevard?
4. What if it precludes on-street parking in the future if the roadway were restriped with 2-lanes each way?

Other Comments:

This meeting had ten attendees and comment forms were collected from eight of them. While opinions about each of the three areas identified for specific questions ranged from support to opposition, most comments were in support of the proposed changes presented by the project team.

One commenter noted that snow plowing often left his neighbors with no place to park, and that this often resulted in blocking commercial parking and access to his business.

5.3 Public Meeting 2

The second meeting was held on August 25, 2018. This meeting was focused on the visual enhancement aspects of the project including landscaping. This meeting had more attendance than the first.

As with the first public meeting, there were a variety of responses ranging from support to general opposition but without substantial issues.

6.0 Conclusion

The proposed plan with the lane diet, pedestrian, and landscape improvements will operate acceptably for at least 20 years. It will be safer for pedestrians and will be more inviting for tourists. While travel times may increase slightly, this is a downtown area where slower speeds are desirable from a business and pedestrian safety perspective, so the slower speeds are outweighed by the benefits resulting from the traffic calming.

