

Camino del Rio Pedestrian/Bicycle Crossing Study

Preliminary Report 4-10-20

Public Comment Log

Comment/Question

After reviewing the Study for Camino crossings I think that consideration for an underpass at either 12th St. and Veteran's Way or 12th St. and River City Hall are two options that should be considered to move forward.

This intersection has a higher accident rate, but those numbers do not reflect the near hits that occur here daily. As a frequent user of that intersection from 12th onto Camino, I have seen so many cars that have no idea what a flashing red light means. I have seen many close calls between bicyclers/pedestrians and vehicles.

All of the signalized intersections function well. I believe that having a below grade crossing would see a greater migration of people from the Downtown to the River Trail and Parks. Many elderly and physically limited folks are intimidated crossing Camino even at a signal. There are no pedestrian/bicycle friendly crossings from 9th St to the Main/Camino signal.

This location for a crossing would also serve to connect functions at Buckley Park to the River Trail. With the construction of Crossroads and The Lofts at 1201 along with the approved conceptual for residences in the Turner properties next to Bank of Colorado, this end of Main has a greater concentration of residences than other locations on Main.

What a good project for the City, we have so many Downtown residents and workers that would love a safe access to the River Trail. Thanks for moving this forward.

As a long term resident of Durango and member of PRAB, I offer the following comments on the Camino del Rio Pedestrian/Bicycle Crossing Study:

1. Focus of crossing should be the most effective crossing(s) for both residents and visitors to support the overall interests of the community involving. My analysis results in the following recommendations:

a. An underpass from 12th street to River City Hall presents the most attractive option to connect downtown to ART in great part because it delivers the most attractive destination. This alignment presents a compelling "book-end" for downtown at the Power Park / Animas River. The power park area presents many exciting opportunities in the future with likely relocation of the fire station etc.

b. To further support the interest of residents, I also favor an at-grade traffic light at 11th street. For many residents convenience is their primary desire and a crossing at this location would be intuitively useful as a safe crossing between the City Market parking area & the hotel/businesses on the east side of Camino Del Rio. During hotel construction a crossing guard controlled traffic at this spot it is certain to experience even higher demand after the hotel opens.

2. Both the RRFB at 8th street and PHB crossing at 12th street are perceived as dangerous because of the high traffic and traffic speeds on Camino Del Rio. Unsurprisingly historical counts show bicycle/pedestrian preference for crossing using traffic light crossings at College Ave and 9th Avenue. The more important and valuable question is where would the community & visitors like there to be safe crossings of Camino Del Rio.

3. Study material discussing overpass vs underpass strongly argues against building any overpass street crossing (i.e. guidance applies to both Camino Del Rio & 32nd Street). ITE literature referenced in report states: 1) Virtually no one would use an overpass if it took 50% longer to cross than an at grade crossing, 2) if the travel time were equal to the crossing time at-grade 95% of pedestrians would likely use an underpass and 70% would likely use an overpass.

After reading the Preliminary Camino Crossing Study, the lack of access to downtown from the ART at the Rotary Park area seems to be missing from the conversation. I, personally, come through that area frequently and watch other users (youngsters included) struggle to get from 15th St to downtown.

An emphasis on access from the ART to downtown from the north would increase the value of an underpass from River City Hall to 12th St. It would help to make the movement safer than a signal light and possibly more importantly, would feel like a continuous access and so encourage use by the large number of users of the E 2nd & 15th street crossing. The Study shows that this intersection sees a significantly large number of users even when compared to other intersections. (I have done ped/bike counts at this intersection for at least 3 years and have seen the many and varied users struggle here!).

Please take this into consideration when reviewing the plan. Possibly this positive impact on downtown businesses (particularly on the north end) and access by youngsters and others could be added to the calculations prior to finalization of the study.

Hello,

As someone who occasionally walks downtown from my home in the Crestview area and crosses at different locations, the one place it seems most difficult to cross with children in tow is at 9th St. If there was an underpass (personally my preference vs an overpass if feasible) around the Town Plaza area would seem most beneficial rather than by the Doubletree. I feel comfortable crossing in the areas already by the Doubletree with the crossing lights in different locations.

Just my thoughts, thanks for what you do!

Thank you for soliciting public comment regarding the various options for pedestrian crossings of Camino del Rio.

As a frequent bike commuter/walker from the Crestview neighborhood, I would like to advocate for an underpass at the current Camino crossing by Backcountry Experience. This is where I cross to reach downtown on foot, and where I cross on my bike when commuting up to the Mesa. Having crossed many, many times at this location I know first hand how dangerous the current crossing can be. Drivers often ignore the flashing or red light, or speed up to "beat the light." Drivers also do not stop for the full duration of the light, putting those who are at the tail end of the walk sign countdown at significant risk. Additionally, traffic through that area is congested (so it makes sense that drivers are frustrated) and an underpass would greatly reduce driver/pedestrian conflict. I have seen and been a part of many near-misses at this intersection and hope the City moves as quickly as possible given the current financial situation to make this a safer crossing.

Greetings!

I would really like to see either a pedestrian overpass or underpass on Camino del Rio. I'm always terrified I might not notice the pedestrian lights flashing and hit somebody while driving past College Avenue. Thank you!

I am glad you have identified this as a problem as I have had several incidents that have made me feel unsafe at the hawk eye crossings. I agree with the short term solution of putting in a stop light and the long term solution of an under/over pass. Adding these safer options would make bike/walking from the West side of town to the downtown area so much safer and would be so appreciated. Thank you for all the thinking and hard work the City has put in on this plan.

I support an underpass at 12th street and Camino del Rio. It doesn't seem to me that you need to spend a fortune paying somebody to design this underpass as Rick Feeney, a well respected architect in our community. has already created the design. Take a look at it. This is the most dangerous intersection in town and important because it connects the entire East Side of Durango to the central business district and also provides access from the river trail to the central business district.

With all the emphasis that the city has recently put on alternative ways to travel and, rather than in a vehicle, I would think that this project would be at the top of your priority list.

The CBD drives sales tax revenue. Please make it safe and convenient for people to access the central business district so that they can ride, (Bicycles, skateboards, etc,) or walk, to work, play, shop and enjoy our CBD.

Thank you

As a bike-commuter, runner, and vehicle driver, I believe an underpass at 12th St and Camino del Rio would be the most practical option for connecting downtown to the Animas River Trail. I have crossed Camino at 12th hundreds of times to connect the East and West sides of town, get across to Durango Natural Grocers, Backcountry Experience, the Powerhouse, and river trail. Many times it feels like taking my life in my hands - since so many cars don't obey the crossing lights, and zoom right through. A stop light might work - but vehicles don't expect it coming around the curve Southbound, having just stopped at the light at Main and Camino. I believe a well-lit and maintained underpass would be used all the time. Perhaps the Creative District could even paint the walls of the tunnel! Tactful arches with signage on either side - with - "Animas River Trail" and "Downtown Durango" would increase bike and pedestrian use. I wouldn't expect as many local multi-modal users to use a crossing at College and Camino - but tourists might, between the Double Tree and the Train. The Camino project is long overdue. I hope the City can find the grant funds to support this essential project, perhaps when the COVID-19 situation calms down. Thank you! - Sandhya Tillotson (Durango resident)

I live on Ella Vita Court and prefer to run errands on my bike. I often cross at the pedestrian crossing at W.12th street and Camino del Rio. I have always felt unsafe at this crossing, since cars don't seem to notice the crossing, either running the light or braking to a halt at the last second.

I would love to see a safer solution to this public hazard. I would prefer an underpass if possible.

Hi Multi Modall!

here are a couple of comments so far:

- The cost of ROW acquisition should be added to the costs
- Number of parking places lost should be calculated
- What is the willingness of property owners to even consider selling ROW for ramps?

[A biz owner in Town Plaza had some negative comments about giving up parking at 11th or 10th.]

I thank the current City Council for studying and, hopefully, pursuing a safe Camino Del Rio pedestrian/bike crossing from ART into the CBD. For many years, I have wondered why Durango leadership sacrificed or even ignored safe pedestrian access from ART into the downtown Durango Historic District (CBD) in favor of pedestrian access to (?) anywhere else in Durango.

The Camino del Rio Pedestrian/Bicycle Crossing Study states Conceptual estimates for overpass/underpass options to cross Camino Del Rio at 6th or 12th Streets range between \$3.0 and \$3.9 exclusive or ROW acquisition. I wonder why crossing Camino Del Rio warrants only a token traffic signal crossing at 12th Street (Short Term Solution) while 32nd Street warrants a \$4.1M bridge? Build it or not (doesn't matter to me), I wonder why crossing 32nd Street is more important than safe passage from ART across Camino Del Rio into the City of Durango's gem? The path of least resistance isn't always the best path.

Operation of the City of Durango is dependent upon retail sales tax collections. The CBD generates approximately 32% of city sales tax for the entire city of Durango.

<https://durangogov.org/DocumentCenter/View/16619/December-2019-SIC>

The CBD's contribution to City of Durango's retail sales tax collections has fallen as areas outside the CBD grow and develop. Access from ART to developments like Wal Mart, Home Depot, Durango Mall, Rocket Point Apts or the beautiful Durango Sewage Treatment Facility is safer than access from ART into the CBD. Beyond those development pressures and other external economic competition (i.e. Amazon), the CBD faces other intermittent business disruption threats like fires, COVID 19, etc.. Is the economic success of the CBD worth protecting? I think so

The CBD is an attractive and desirable amenity for many local residents. The CBD is an attraction for tourists. The CBD is the goose that laid Durango's economic golden egg. Many towns across Colorado and the country would love to emulate our CBD.. While not the silver bullet, a safe pedestrian/bike crossing of Camino Del Rio from ART into the CBD is one way that might help protect the economic vitality and success of our CBD.

Thank you for all your time and all you do for Durango.

I support the CDR underpass at 12th street as a top priority. A pedestrian and bike friendly connection from the downtown area to the river front is a long held and important feature of the ART. This connection will allow the Powerhouse and plaza area to become a northern "bookend" to complement the train station and help create and extend a 3 dimensional downtown and pedestrian friendly zone, and allow safe passage for commuters to the downtown area. An underpass at 12th street will help draw pedestrian traffic up to Buckley park and beyond, thereby effectively extending the downtown merchant area. The existing ROW triangle between the railroad tracks and CDR will accommodate the East portal ramp.

I was writing in support of the underpass at 12th st. I have witnessed the current crossing as dangerous and comes at a very high opportunity cost for the cars. I think it is the right move for Durango to make this long term investment towards a more vibrant and dynamic downtown.

As a life long resident of Durango, I have seen the river corridor become a vital artery to the city's multimodal access. Yet, there has always been a disconnect between the Animas River Trail and downtown. An underpass at the 12th street location would allow for safe passage, extend the downtown corridor, and increase the Mainstreet walking route. The 12th street location, in particular, will serve to extend the downtown tourism walking route all the way to the river, especially as the Powerhouse Plaza and Buckley Park become the centerpieces of downtown events. The 12th street location marks a mid-way entry into the downtown corridor between the 6th street pedestrian crossing and the improved crossing near Rotary Park. Beyond the safety aspect of an underpass, the connection will improve the multimodal experience of locals and tourists alike, as they explore, run errands, commute to school, and recreate. I remember the discussion of this long-term solution more than a decade ago; while expensive and a commitment, acting upon long-term visions, such as the 12th street underpass, make Durango a wonderful community to live and visit.

In the spirit of old friend Paul Wilbert's birthday (5-5-55!) I am writing to encourage the development of an under or over safe street crossing at 12th St and Camino del Rio ("Wilbert Way"). Paul was a champion of bike and pedestrian travel, and he talked about safe crossings at 12th, and at 15th street as well. I am a frequent walker and biker at these intersections, as well as 6th St, as I walk from downtown to use the river trails. The current lights at 12th St are confusing for drivers and scary for us walkers. Please create a safe crossing there and keep our growing city user friendly!

I support an underpass crossing at 12th Street and Camino del Rio. Having lived and cycled in Boulder, CO for seven years before moving to Durango I can attest to the preference to go under rather than over. Underpasses play to the concept of "the path of least resistance" where human powered travel will be mostly compliant if needing to go under. Overpasses, however, tend to become an aesthetically unpleasing obstacle where pedestrians may instead choose to jay walk at grade instead of slight excursion.

I did see some flooding of the underpasses in Boulder when they had to close and offer a detour complete with a series of temporary traffic signs but these times were rare and only presented directly near the creek.

Please consider an underpass named Wilbert Way in honor of my first Durango neighbor, friend, bohemian house builder, muscle powered traveler, trail advocate, and local landscape design icon, Paul Wilbert, RIP.

I am writing to thank you for the work that went into the Camino del Rio Pedestrian/Bicycle Crossing Study and to add my thoughts to public comment. This study addresses issues that I believe are important to our community and will provide safer infrastructure that will benefit Durango residents and visitors for generations to come. It is an important step in our expansion as a community and I appreciate that it is a step the community is taking seriously.

Of the options proposed in the Camino del Rio Pedestrian/Bicycle Crossing Study (CdRPBCS), I encourage the City of Durango to prioritize an UNDERpass over any other proposed option. In particular, I support the "Alternative #5", the 12th Street on Camino Underpass as outlined in the CdRPBCS, because it provides access between the Animas River Trail and the downtown district with the lowest cost of the underpass options. This crossing area near Backcountry Experience statistically and anecdotally seems dangerous and confusing for motorists, pedestrians, and alternative commuters. Introducing an underpass to this area would help residents and visitors to navigate this crossing without the current risk.

Thank you for the great strides being made in Durango to improve our city with functional infrastructure that allows for safe, alternative commuting and highlights regional assets such as the ART and the downtown district.

The underpass by 12th street seems like the best option to me. It drops you off at the Powerhouse Science center and the river trail and will give Durango a much more 3 dimensional feel rather than just Main ave. corridor. Overpasses are not very useful since many people won't go up and over and instead jaywalk through traffic. I was in Whistler and there was an overpass for pedestrians and nobody used it. We all just ran across when traffic had a gap. It seems like the underpass should be a high priority when funds are available.

Thanks for all you do.