



**Animas View Drive Neighborhood Meeting Notes
Durango Community Recreation Center
November 1, 2023**

This document summarizes the input the city received from the community at the neighborhood meeting on November 1, 2023, regarding improvements to Animas View Drive. City staff will use this information to inform near-term, mid-term, and long-term changes to Animas View Drive.

Identified Concerns

- Crash resulting in loss of Katie Siegrist
- No pedestrian space along road
- Speeding
- Dark roadway with no lighting
- Concerns have been expressed for years with no improvements or action
- City staff not taking responsibility for getting things done
- Illegal parking
- Nowhere to safely cross the street
- Overgrown brush
- Poor sight lines
- Limited access to the Animas River Trail
- Dangerous transit stops

Improvement Ideas

- **Near-term**
 - Install lighting along Animas View Drive with emphasis on the north end around United Campground. Ensure all lighting is dark sky appropriate.
 - Trim overgrown shrubs and trees that force pedestrians onto the street or make the road dark or that restrict sight distances.
 - Install memorial signage for Katie Siegrist
 - Install crosswalks at transit stops. Consider flashing crossing signs at these crosswalks. Encourage school buses to stop at locations with crosswalks.
 - Flashing SHARE THE ROAD signs. Potentially activated by the presence of pedestrians.
 - Use Animas View Drive as a test pilot for ticketing speed cameras.
 - Increase enforcement of speed limit along Animas View Drive, but focused on the north end.
 - Install signage for wildlife crossing.
 - Install sharrows (shared lane markings).
 - Shift lanes to allow more space on east side for walking along road.

- Add additional speed limit signs in the middle of the length of Animas View Drive.
- Add rumble strips either on the fog and centerline or within the travel lane, occasionally paired with SHARE THE ROAD signs to remind drivers to slow down and that there are pedestrians on the road. Consideration should be given to cyclists and safety of rumble strips.
- Improve construction traffic control that takes pedestrians and cyclists into consideration.
- **Mid-term**
 - Improve transit stops with lighting and shelters.
 - Grade or put gravel down on the shoulders to create a temporary walking surface.
 - Install vertical deflection like speed tables, cushions, or humps. (One specific location is at the merge lane from 550 on the south end of AVD.)
 - Increase parking restrictions on the side of the road with boulders or other large objects.
 - Convert Animas View Drive to one-way southbound, either entire length or on the north end, to create space for a pedestrian and bicycle path.
 - Install bollard lighting on the side of the road that is activated by motion.
 - Create safe spaces for pedestrians to get off the road when vehicles are coming.
 - Consider creating transit shuttle to drop people off at Oxbow.
- **Long-term**
 - Repair road surface condition.
 - Extend the Animas River Trail to the north and provide better access to the trail from Animas View Drive.
 - Add sidewalks, at least on one side.
 - Separate bicycle and pedestrian path along road.
 - Widen Animas View Drive to add bike lane and shoulder for pedestrians.
 - Install pull-out areas at high density traffic areas.
 - Create more parking for Oxbow.
 - Install red light camera at Animas View Drive and US Hwy 550 intersection.
 - Provide some speed calming treatment at slip lane onto Animas View Drive from US Hwy 550 at the signalized intersection.
 - Make Animas View Drive feel more residential while maintaining the rural character as much as possible.
 - Improve crossing of US Hwy 550 to CR 203 for bicycles.
 - Install roundabout at US Hwy 550, Animas View Drive, and CR 203.

City staff will be working cross-departmentally and with other agencies to determine near-term and mid-term options for implementing. We will continue to keep the neighborhood informed as progress is made on improvements.

MID-TERM OPTION: ADVISORY SHOULDERS

Opción de mejora a medio plazo: "orillas de carretera señalizadas"

Advisory shoulders create usable shoulders for bicyclists on a roadway that is otherwise too narrow to accommodate one. The shoulder is delineated by pavement marking and optional pavement color. Motorists may only enter the shoulder when no bicyclists are present and must overtake these users with caution due to potential oncoming traffic.

FHWA Rural & Small Town Multimodal Networks Guide

A typical advisory shoulder roadway width is about 24 feet wide, with 6-foot lanes on the outside, separated with dashed white striping from a 12-foot inside lane. Motor vehicles generally travel in both directions in the single 12-foot center lane, leaving room for bicyclists and pedestrians travelling in the outside lane. When two vehicles travelling in opposing directions approach each other, it is permissible for both vehicles to enter into the shoulder area to pass one another.

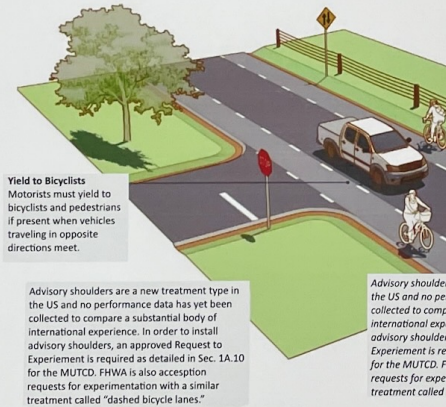


Challenges

Animas View Drive falls within the preferred range for traffic volumes, but operating speeds are too high. This treatment would likely be feasible only when combined with other traffic calming treatments.

FHWA guidance mentions good sight lines are desirable to implement this treatment, and conventional yellow-centerline striping may be needed around horizontal curves with poor sight distance.

Currently, an FHWA-approved Request to Experiment is required to implement advisory shoulders, as the treatment is not present in the MUTCD.



Yield to Bicyclists
Motorists must yield to bicyclists and pedestrians if present when vehicles traveling in opposite directions meet.

Yield to Bicyclists
Motorists must yield to bicyclists and pedestrians if present when vehicles traveling in opposite directions meet.

Advisory shoulders are a new treatment type in the US and no performance data has yet been collected to compare a substantial body of international experience. In order to install advisory shoulders, an approved Request to Experiment is required as detailed in Sec. 1A.10 for the MUTCD. FHWA is also accepting requests for experimentation with a similar treatment called "dashed bicycle lanes."

Advisory shoulders are a new treatment type in the US and no performance data has yet been collected to compare a substantial body of international experience. In order to install advisory shoulders, an approved Request to Experiment is required as detailed in Sec. 1A.10 for the MUTCD. FHWA is also accepting requests for experimentation with a similar treatment called "dashed bicycle lanes."

Arcenes u orillas de carretera de un carril con doble vía señalizadas, crean vías utilizables para los ciclistas (ciclovías) en una carretera que de otra manera sería demasiado estrecha para acomodar al ciclista. El arcén está delimitado por marcas en el pavimento y de pavimento de color opcional. Los automovilistas solo pueden ingresar al arcén cuando no hay ciclistas presentes y deben adelantar a estos usuarios con precaución debido al posible tráfico que se aproxima en dirección contraria.

FHWA Rural & Small Town Multimodal Networks Guide

El ancho típico de una carretera con señalización para ciclovías es de aproximadamente 24 pies de ancho, con carriles de 6 pies en el exterior, marcados con franjas blancas discontinuas desde un carril interior de 12 pies. Los vehículos motorizados generalmente viajan en ambas direcciones en el único carril central de 12 pies, dejando espacio para ciclistas y peatones que viajan en el carril exterior. Cuando dos vehículos viajan en direcciones opuestas se acercan, está permitido que ambos vehículos entren al área de las ciclovías para pasar.

Desafíos

Animas View Drive se encuentra dentro del rango preferido para volúmenes de tráfico, pero las velocidades de operación son demasiado altas. Es probable que este procedimiento sólo sea factible si se combina con otros métodos para apaciguar o moderar el tráfico.

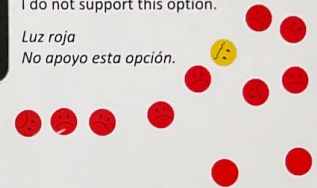
La guía de la FHWA menciona que es deseable tener buenas líneas de visión para implementar este tratamiento y que es posible que se necesiten franjas centrales amarillas convencionales en las curvas con poca distancia de visión.

Actualmente, se requiere una Solicitud Experimental aprobada por la FHWA para implementar los arcenes, ya que el método no está presente en el MUTCD.

Green Light
I support this option.
Luz verde
Apoyo esta opción.



Red Light
I do not support this option.
Luz roja
No apoyo esta opción.



Yellow Light
I neither strongly support nor oppose this option.
Luz amarilla
No apoyo ni me opongo firmemente a esta opción.



MID-TERM OPTION: ONE-WAY SOUTHBOUND

Opcion de mejora a medio plaza: un sentido hacia el sur

This option directly addresses the goals of reducing speeds and separating vulnerable bicyclists and pedestrians from higher speed traffic, and would be relatively quick to implement. This combination of benefits gives this option high potential to have a significant positive safety impact.

One-way southbound is preferred over one-way northbound because it would eliminate left turns from Animas View Drive onto US 550 at the northern unsignalized intersection, reducing crash risk. Furthermore, the bus stops are on the southbound side of the roadway and would not need to be relocated.

There is space to provide safe and protected bicycle and pedestrian facilities on the corridor. The existing northbound lane could be converted for pedestrian and bicyclist use by installation of low-cost materials, such as flexible delineator posts and rubber curbs, to delineate a buffer between the southbound vehicle lane and the pedestrian/bicycle lane. Narrowing the travel way for motor vehicles to 12 feet total would also have a traffic calming effect.

Challenges

There will be an increase in out-of-direction travel. For properties at the southern end, access from downtown Durango would increase by 3 miles, or 5 minutes of additional travel time. Access time for emergency vehicles would also increase.

A comprehensive traffic study, community outreach, engagement with stakeholders, and coordination with CDOT are recommended to fully assess the feasibility of the alternative.



Esta opción aborda directamente los objetivos de reducir las velocidades y separar a los ciclistas y peatones vulnerables del tráfico de mayor velocidad y sería relativamente rápido de implementar. Esta combinación de beneficios le da a esta opción un alto potencial de tener un significativo impacto positivo en seguridad.

Se prefiere el sentido único en dirección sur del tránsito al sentido único en dirección norte, porque eliminaría los giros a la izquierda desde Animas View Drive hacia la US 550 en la intersección norte no señalizada, lo que reduciría el riesgo de accidentes. Además, las paradas de autobús están en el lado sur de la carretera y por lo que no sería necesario reubicarlas.

Hay espacio para proporcionar instalaciones seguras y protegidas para bicicletas y peatones en este trayecto de carretera. El carril existente en dirección norte podría convertirse para uso de peatones y ciclistas mediante la instalación de materiales de bajo costo, como postes flexibles y bordillos de goma, para delimitar una zona de separación entre el carril para vehículos en dirección sur y el carril para peatones/bicicletas. Reduciendo la vía de circulación para vehículos motorizados a un total de 12 pies, también tendría un efecto apaciguante del tráfico.

Desafíos

Habría un aumento de tránsito hacia la carretera en sentido contrario, para las propiedades en el extremo sur desde el centro de Durango, esto aumentaría en 3 millas o 5 minutos el tiempo de viaje. También aumentaría el tiempo de acceso de vehículos de emergencia.

Se recomienda un estudio de tráfico integral, alcance comunitario, participación de las partes interesadas y coordinación con el CDOT para evaluar completamente la viabilidad de esta alternativa.



Green Light
I support this option.
Luz verde
Apoyo esta opción.



Red Light
I do not support this option.
Luz roja
No apoyo esta opción.



Yellow Light
I neither strongly support nor oppose this option.
Luz amarilla
No apoyo ni me opongo firmemente a esta opción.



MID-TERM OPTION: PARKING AND SPEED ENFORCEMENT

Opcion de mejora a medio plaza: control de velocidad y estacionamiento

The posted speed limit on Animas View Drive is 25 mph. The Durango Police Department conducted a traffic speed survey in September 2023. The results showed an average speed of 26 mph, and an 85th percentile speed of 36 mph. Because illegal parking along the roadway and shoulders creates various safety issues, including obstructing the roadway and driver sight lines and increasing pedestrian activity within the roadway, parking in unauthorized areas should be strongly discouraged, and enforcement is an appropriate tool.

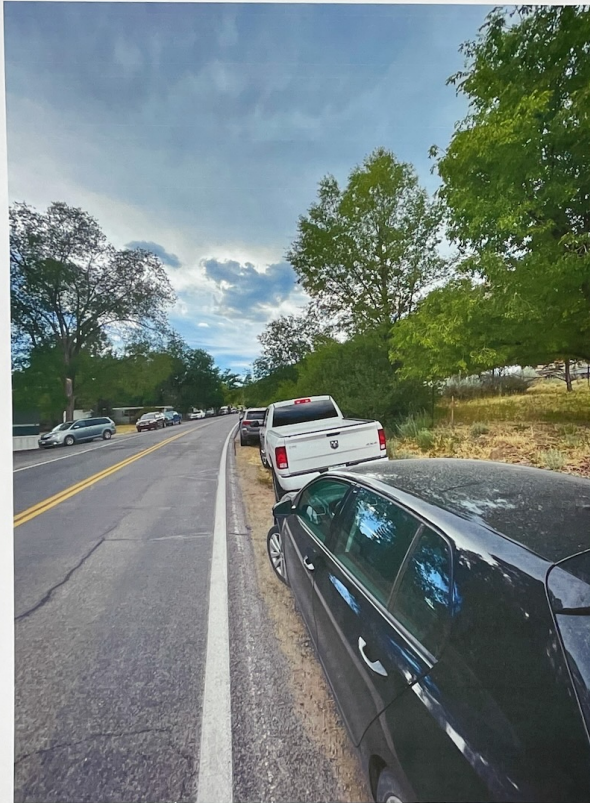
Parking Enforcement Strategies

Restrict illegal parking with physical obstructions in areas prone to illegal parking.

Increased enforcement during busy times.

Speed Reduction Strategies

Install automated speed enforcement cameras. This involves a new ordinance being passed to permit camera installation and enforcement.



El límite de velocidad mandatorio en Animas View Drive es de 25 mph. El Departamento de Policía de Durango realizó una encuesta sobre la velocidad del tráfico en septiembre de 2023, en el cual los resultados mostraron una velocidad promedio de 26 mph y una velocidad de 36 mph del 85% percentil. Debido a que el estacionamiento ilegal a lo largo de la carretera y los arceos crea varios problemas de seguridad, incluida la obstrucción de la carretera y las líneas de visión del conductor y el aumento de la actividad peatonal dentro de la carretera, se debe desalentar enfáticamente el estacionamiento en áreas no autorizadas y la aplicación de la ley es una herramienta adecuada.

Estrategias de Control de Estacionamiento

Restringir el estacionamiento ilegal con obstrucciones físicas en áreas propensas al estacionamiento ilegal.

Mayor control durante las horas punta.

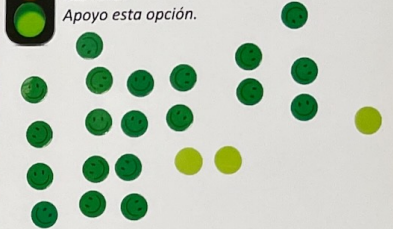
Estrategias de reducción de velocidad

Instalar cámaras automáticas de control de velocidad. Esto implica la aprobación de una nueva ordenanza para permitir la instalación de cámaras y su cumplimiento.



Green Light
I support this option.

Luz verde
Apoyo esta opción.



Red Light
I do not support this option.

luz roja
No apoyo esta opción.



Yellow Light
I neither strongly support nor oppose this option.

Luz amarilla
No apoyo ni me opongo firmemente a esta opción.



MID-TERM OPTION: TEMPORARY TRAFFIC CALMING TREATMENTS

Opcion de mejora a medio plaza: spanish translation

Toole Design suggested that the City of Durango consider a number of longer-term improvements to the Animas View Drive corridor for the purpose of calming traffic and reducing vehicle speeds. Some temporary traffic calming treatments include:

Raised features like crosswalk, speed tables, or speed cushions

These could be installed at the 4 bus stop locations, or at other key locations such as in advance of driveways. They would need to be coordinated with emergency response.

Pinch points

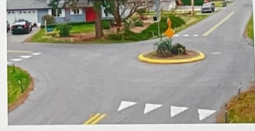
Pinch points temporarily reduce the roadway width to one lane, forcing motorists in opposing directions to stop and yield to one another.

Chicanes

Chicanes slightly reduce roadway width and create horizontal deflection requiring navigation helps to reduce speeds.

Mini traffic circle or median

Many towns have had success installing mini traffic circles to slow vehicular speeds on roadways as narrow as 30 feet. This is wider than the typical 22 to 24 foot width of Animas View Drive, but there may be locations along the corridor where the road could be widened to allow for a minimal circle. Mini traffic circles are designed to be mountable for larger vehicles but the horizontal deflection to navigate around them slows passengers cars significantly.



Toole Design sugirió que la ciudad de Durango considere una serie de mejoras a largo plazo en el trayecto de carretera Animas View Drive con el fin de apaciguar o calmar el tráfico y reducir la velocidad de los vehículos. Algunos métodos temporales para apaciguar el tráfico incluyen:

Elementos elevados como cruces de peatones, tablas de velocidad o barreras de velocidad.

Estos podrían instalarse en las cuatro paradas de autobús o en otros lugares claves, como antes de las entradas de vehículos a las casas. Estos tendrían que coordinarse con los grupos de respuesta a emergencias.

Puntos de atochamiento

Los puntos de apresionamiento (estrechos) reducen temporalmente el ancho de la carretera a un carril, lo que obliga a los automovilistas en direcciones opuestas a detenerse y ceder el paso entre sí.

Chicanas

Las Chicanas (angostamientos) reducen ligeramente el ancho de la carretera y crean una desviación horizontal que requiere que la navegación ayude a reducir la velocidad.

Mini rotonda o isletas

Muchas ciudades han tenido éxito instalando mini rotondas o glorietas para reducir la velocidad de los vehículos en vías tan estrechas como de 30 pies. Esto es más ancho que el ancho típico de Animas View Drive de 22 a 24 pies, pero puede haber lugares a lo largo del corredor donde la carretera podría ampliarse para permitir un círculo mínimo. Las mini isletas están diseñadas para que los vehículos más grandes puedan montarlas, pero la deflexión horizontal para rodearlas ralentiza significativamente a los vehículos de pasajeros.



Green Light
I support this option.
Luz verde
Apoyo esta opción.



Si se instala, hay que tener en cuenta el espacio
Cada 400 pies
Traffic camera + detectors



Red Light
I do not support this option.
Luz roja
No apoyo esta opción.



Yellow Light
I neither strongly support nor oppose this option.
Luz amarilla
No apoyo ni me opongo firmemente a esta opción.

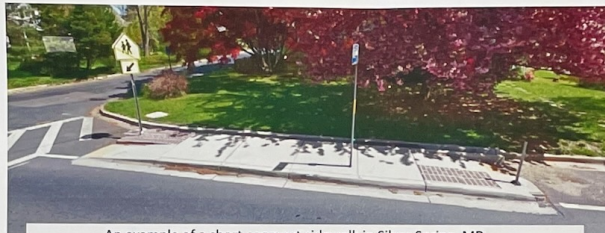


MID-TERM OPTION: TRANSIT IMPROVEMENTS

Opcion de mejora a medio plaza: control de velocidad y estacionamiento

Crosswalks at Transit Stops

Pedestrian safety at the bus stops along Animas View Drive is a high-priority concern. In general, pedestrian safety takes on heightened importance along transit corridors where bus stops serve as pedestrian demand generators. Crosswalks are a recommended safety improvement at transit stops along Animas View Drive.



An example of a short-segment sidewalk in Silver Spring, MD
An example of a short-segment sidewalk in Silver Spring, MD

PROWAG requires an accessible route on either side of a crosswalk with detectable warning surfaces. Some minor grading around the bus stops would likely be needed to construct the short segment sidewalks, along with considerations given to drainage. Each bus stop and crosswalk location can be looked at in isolation of other locations. Crosswalks and short sidewalk segments can be installed only at locations where there is sufficient space to do so.

Transit Stop at Oxbow Park

Advertising the Transit Stop directly across the road from Oxbow Park could alleviate some of the parking congestion experienced at this location. The Durango Transit Center at the opposite end of this bus route has a parking lot with 131 spaces that is free on weekends. Many visitors to the park may be unaware of this existing direct transit connection.



Transit On-Demand Expansion

The City is considering expanding on-demand transit service to operate curb-to-curb microtransit to Oxbow Park during the summer months. This service will require an additional \$50,000 per year to operate daily service throughout the summer.

Cruces peatonales en las paradas de transporte público

La seguridad de los peatones en las paradas de autobús a lo largo de Animas View Drive es una preocupación de alta prioridad. En general, la seguridad de los peatones adquiere mayor importancia a lo largo de los trayectos de tránsito donde están las paradas de autobús que tienen mucha demanda. Los cruces peatonales son una mejora de seguridad recomendada en las paradas de transporte público a lo largo de Animas View Drive.

PROWAG requiere una ruta accesible a ambos lados de un paso de peatones con superficies de advertencia detectables. Probablemente se necesitaría alguna nivelación menor alrededor de las paradas de autobús para construir las aceras de segmento corto, junto con consideraciones sobre el drenaje. Cada parada de autobús y ubicación de cruce de peatones se puede observar de forma aislada de otras ubicaciones. Los cruces peatonales y segmentos cortos de aceras se pueden instalar sólo en lugares donde haya suficiente espacio para hacerlo.

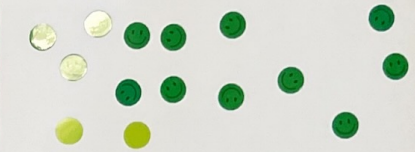
Parada de Tránsito en Oxbow Park

Anunciar la parada de tránsito justo al otro lado de la calle de Oxbow Park podría aliviar parte de la congestión de estacionamiento que se experimenta en este lugar. El Centro de Tránsito de Durango en el extremo opuesto de esta ruta de autobús tiene un estacionamiento con 131 espacios que es gratuito los fines de semana. Es posible que muchos visitantes del parque desconozcan esta conexión de transporte directo existente.

Expansión del transporte público bajo demanda
La Ciudad está considerando expandir el servicio de transporte a pedido para operar microtransporte de acera a acera hasta Oxbow Park durante los meses de verano. Este servicio requerirá \$50,000 adicionales por año para operar el servicio diario durante todo el verano



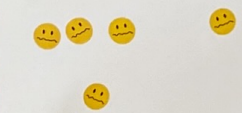
Green Light
I support this option.
Luz verde
Apoyo esta opción.



Red Light
I do not support this option.
Luz roja
No apoyo esta opción.



Yellow Light
I neither strongly support nor oppose this option.
Luz amarilla
No apoyo ni me opongo firmemente a esta opción.



Open

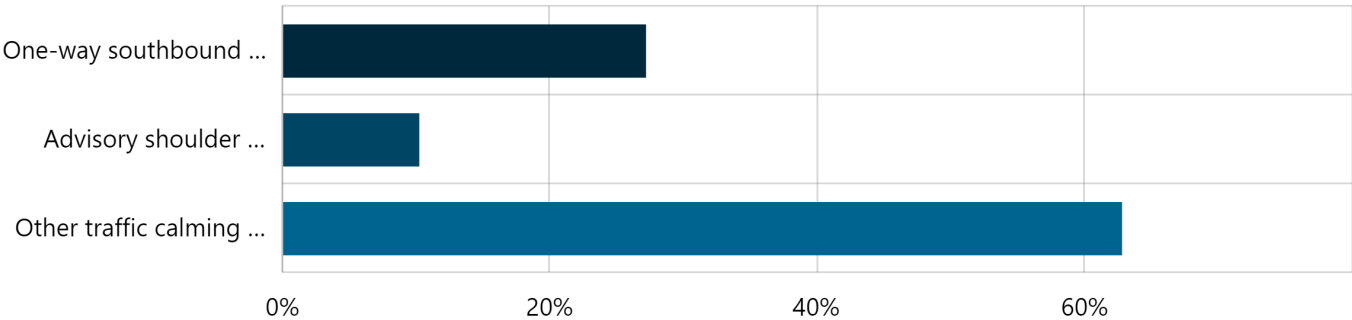
Tell Us What You Think!
Animas View Drive Improvements

55Contributors

62Contributions

Contribution Summary

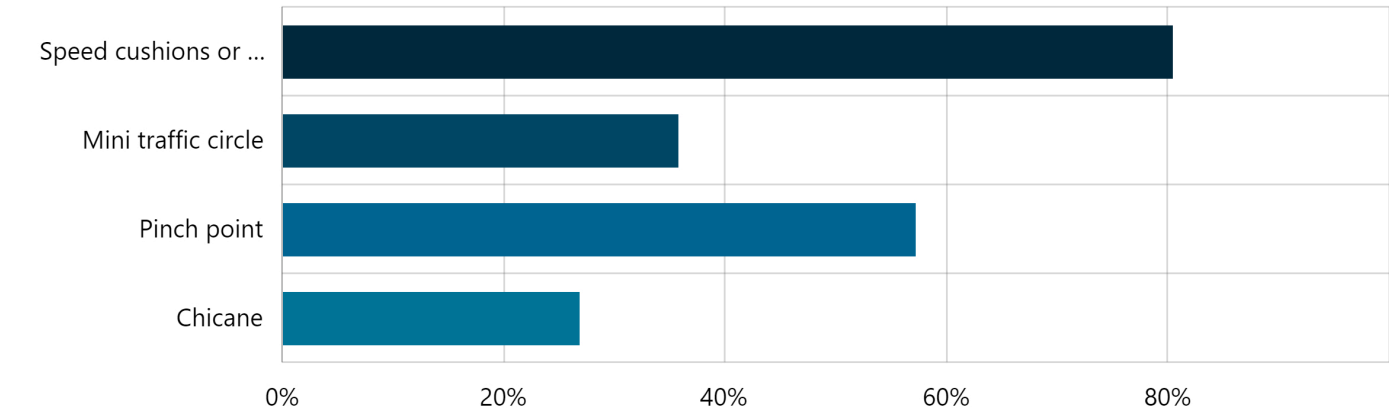
1. Which would you prefer?
Multi Choice | Skipped: 3 | Answered: 59 (95.2%)



Answer choices	Percent	Count
One-way southbound with extra space dedicated to pedestrians and cyclists with flex posts.	27.12%	16
Advisory shoulder (two-way traffic on a one-way street with no centerline and shoulders striped to dedicate space to pedestrians and bicyclists allowing cars to use striped area for passing one another)	10.17%	6
Other traffic calming treatments such as speed cushions, chicanes, traffic circles, pinch points	62.71%	37
Total	100.00%	59

2. Which traffic calming elements do you like best?

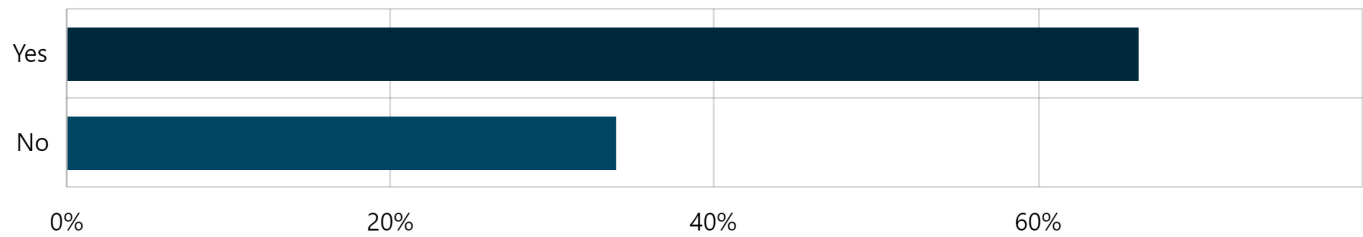
Multi Choice | Skipped: 6 | Answered: 56 (90.3%)



Answer choices	Percent	Count
Speed cushions or raised crosswalk	80.36%	45
Mini traffic circle	35.71%	20
Pinch point	57.14%	32
Chicane	26.79%	15

3. Do you think installing crosswalks at some transit stops should be a high priority?

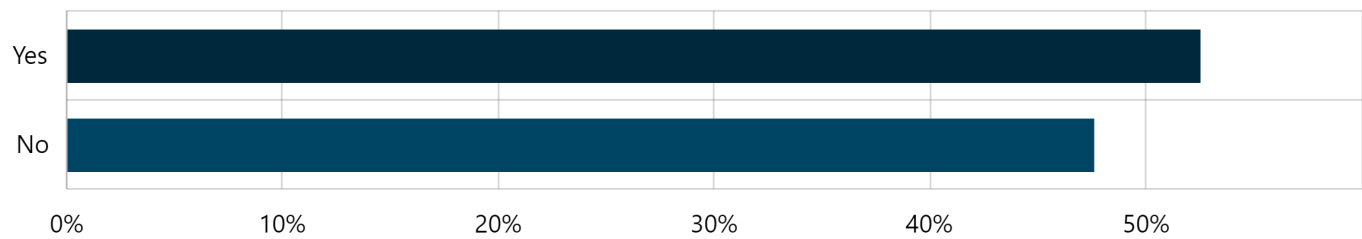
Multi Choice | Skipped: 0 | Answered: 62 (100%)



Answer choices	Percent	Count
Yes	66.13%	41
No	33.87%	21
Total	100.00%	62

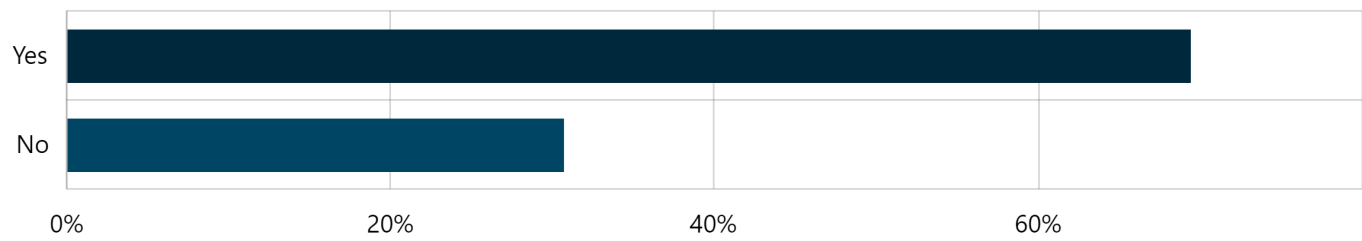
4. Do you think permanent parking enforcement solutions should be a high priority?

Multi Choice | Skipped: 1 | Answered: 61 (98.4%)



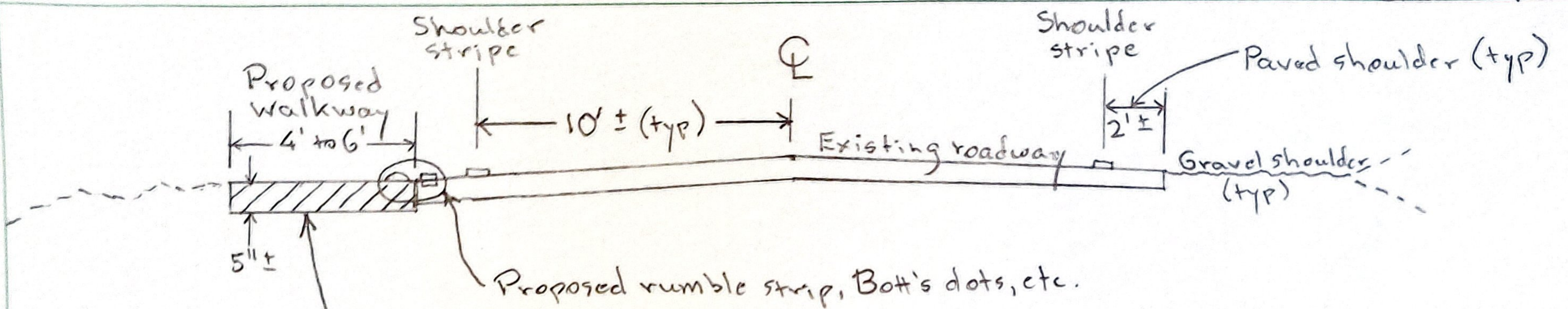
Answer choices	Percent	Count
Yes	52.46%	32
No	47.54%	29
Total	100.00%	61

5. Would you be in favor of automated speed enforcement cameras if the City pursues this option in town?
Multi Choice | Skipped: 0 | Answered: 62 (100%)



Answer choices	Percent	Count
Yes	69.35%	43
No	30.65%	19
Total	100.00%	62

FIGURE 1



Walkway Notes:

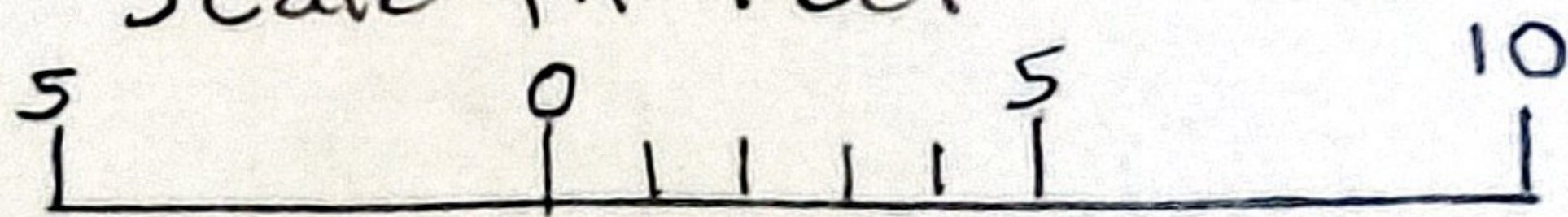
1. Construct walkway with low-strength cementitious material, soil cement, or lime mixture for low cost, hard, erosion resistant surface.
2. Unreinforced and low-strength for easy removal if required by long-term project.
3. 6-foot width, but topography and other constraints may reduce width to 4 feet in places.
4. Smooth finish surface for baby strollers, e.g.

GENERAL CONCEPT FOR WALKWAY

Animas View Drive

Cross-Section

Scale in Feet



**CONCEPT FOR NEAR-TERM IMPROVEMENTS
TO SUPPORT PEDESTRIAN
SAFETY ALONG ANIMAS VIEW DRIVE**

7/8/24

This document is submitted to the City of Durango by a group of residents who live on Animas View Drive (“AVD”). It outlines a concept for near-term improvements to support pedestrian safety along AVD.

GENERAL OUTLINE: The concept has several components:

- (1) Create a walking surface along one side of AVD (west side or east side, or a combination of both). See Figure 1. As proposed here, the walkway is envisioned as pedestrian only, because there would not be adequate width to accommodate both pedestrians and bicycles.
- (2) Install rumble strip within the existing paved road shoulder, or Bott’s dots on the edge of the walking surface, to alert drivers leaving the roadway.
- (3) Increase the effectiveness and safety of the proposed walking path by combining it with improvements identified by the City. The near-term improvements identified by the City that appear to be cost effective and are supported by these authors include, in order of preference: (1) Automated speed enforcement cameras. (This improvement enjoyed near universal support among those residents/neighbors of AVD who attended the Animas View Drive Neighborhood meeting held by the City on November 1, 2023. Further, at the follow-up Neighborhood meeting hosted by the City on May 22, 2024, this improvement again had near unanimous support among those residents/neighbors in attendance, as evidenced by the “green dots” on the display board exercise conducted at that meeting); (2) Vegetation management to allow pedestrians to stay off the roadway, and to increase sight distance; (3) Pedestrian and bicycle flashing warning signs and “Move Over – It’s the Law” signage; and (4) Additional street lighting. The mid-term improvements identified by the City, such as crosswalks and transportation demand management are also supported by this group.

This concept divides AVD into 3 segments: Segment 1 is from Mild to Wild Rafting and Jeep Tours north to the Oxbow Park; Segment 2 is from Oxbow Park north to Redwood Lodge and Elkton Townhomes; and Segment 3 runs from Redwood Lodge/Elkton Townhomes to the North end of AVD (see attached map #1). Each segment has its own needs and opportunities, which support different approaches and timing for implementation of components of the concept.

The proposed concept offers an affordable, practicable and effective approach to improve safety for pedestrians along AVD, which could be completed within the next 18 months.

SEGMENT 1: One assumption underlying the segmented approach is that the ART is a very effective piece of existing infrastructure that serves or can serve a portion of the pedestrian needs of residents along AVD. Most of the residents living in Segment 1 reside in the Animas View Mobile Home Park. It appears that residents of the Mobile Home Park currently walk along private drives within the Mobile Home Park and then along the train tracks to reach Oxbow Park, where they can access the ART.

In the longer term, if residents in Segment 1 desire a pedestrian path along AVD, preliminary investigations suggest it would be feasible to create such a walkway. A walkway on the east side of AVD in Segment 1 could take advantage of about 600 feet of existing pavement along the Mobile Home Park. However, a walkway would need to cross over to the west side of AVD in the vicinity of the existing guardrail, requiring crosswalks. (See discussion of Segment 2 below for more detail about the proposal for a walkway.)

SEGMENT 2: Segment 2 includes most of the condos, townhomes and apartments along AVD; it has the greatest building density and the highest foot traffic of the three Segments. The concept for Segment 2 is to add a pedestrian path along the east side or west side of AVD from Oxbow Park to Redwood Lodge/Elkton Townhomes. Preliminary investigations suggest it is feasible to add a 6-foot-wide pedestrian path, made of some type of low strength slightly cemented material, or other relatively low-cost surface, combined with Botts' dots or rumble strip, along the east or west side of AVD. We acknowledge that there is an existing drainage ditch on the west side of AVD. In one or two 20-foot-long sections, the path width would probably need to be reduced to 4 feet to accommodate existing landscaping.

The proposed pedestrian path would lie entirely outside the asphalt shoulder of AVD. An important element for cost effectiveness is to utilize existing paved sections, driveways, and parking lots as much as possible to reduce material and labor costs. The pedestrian path along Segment 2 would tie into the ART at Oxbow Park.

The effectiveness and safety of the walking path would be enhanced if combined with the other improvements identified by the city (outlined above) but the walking path could be developed as a stand-alone, near-term option.

SEGMENT 3: Segment 3 has a lower building density than Segments 1 and 2. Segment 3 has three houses, one business, one campground and, at the northern terminus, one apartment complex and one townhouse development. The lower building density and other factors may advocate for a phased approach for a pedestrian path along Segment 3, i.e., adding the pedestrian path along Segment 2, and potentially Segment 1, before moving forward with a pedestrian path along Segment 3.

However, the northern end of Segment 3 is the location of the pedestrian fatality last year. For the near term, swift implementation of the near-term and mid-term improvements identified by the City, including, at a minimum, automated speed enforcement cameras and vegetation management are essential.

Preliminary investigations suggest that a walkway is feasible along the east side of AVD from Redwood Lodge/Elkton to the United Campgrounds of Durango.

CONCLUSION: The authors believe that this concept offers an affordable, practicable and effective approach to improve safety for pedestrians along AVD, which could reasonably be completed within the next 18 months. We hope to be able to meet with City staff soon to discuss the ideas presented here.