

Durango Speed Management Plan

March 2026



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Acronyms and Abbreviations

AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
FHWA	Federal Highway Administration
MUTCD	Manual on Uniform Traffic Control Devices
ROW	Public Right-of-Way

Glossary

Americans with Disabilities Act (ADA): Civil rights law that prohibits discrimination against individuals with disabilities in many areas of public life, including jobs, schools, transportation, and many public and private places that are open to the public.

Capital Project: A long-term project that involves building new facilities or making significant improvements to existing ones.

Cross Section: Defines the location of the standard right-of-way elements (existing and proposed) for a project location.

Street Classification: A method to define streets based on the type of service a street provides, which includes the number of travel lanes, travel purpose, and access. The Functional Classifications are Arterial, Collector, and Local.

General Purpose Travel Lane: Part of the roadway (does not include gutter pan), which is for the through movement of vehicles, including private motor vehicles, buses, commercial and freight vehicles, bicycles, and/or EPAMD vehicles.

Gutter Pan: Part of a curb and gutter system that forms a barrier that helps to collect water from the street surface and direct it to a drainage point.

Median: A raised or painted element between the two edges of a roadway to separate directions of travel or modes of travel or to provide a transit stop.

Pilot or Demonstration Project: Pilot projects are short-term, low-cost options to test out new ideas for making streets safer and more comfortable for everyone. These temporary projects often use materials such as paint, flexible posts, planters, or other removable elements to create crosswalks, curb extensions, neighborhood traffic circles, or other features that help manage speeds and improve visibility.

Right-of-way (ROW): Land owned or granted by easement to the City of Durango and dedicated as public by City Council for public transportation and utility purposes that typically includes the entire ROW for transportation or utility purposes.

Creating a Process

Developing a consistent, repeatable process for using pilot projects will help guide long-term safety improvements throughout Durango. Clear and intentional coordination between the City and community members is essential for sustained success. This section explains the purpose and value of pilot projects, how they can be used to demonstrate speed-management strategies, and outlines a detailed process that supports efficiency, communication, and consistency.

Pilot Projects

Pilot projects are short-term, low-cost options to test out new ideas for making streets safer and more comfortable for everyone. These temporary projects often use materials such as paint, flexible posts, planters, or other removable elements to create crosswalks, curb extensions, neighborhood traffic circles, or other features that help manage speeds and improve visibility. Because they are temporary, pilot projects provide the community and the City with an opportunity to see what changes look and feel like and to measure effectiveness before making long-term investments. They are designed to be flexible and can be adjusted as lessons are learned throughout the installation.

These projects are beneficial for testing out safety and mobility improvements in a real-world setting. They let residents, business owners, and people traveling through the area experience changes firsthand, rather than just looking at plans on paper. They also help

build understanding and support for future projects by showing how small, thoughtful changes can make a big difference in how safe and welcoming a street feels. Data collected during the pilot, like changes in vehicle speeds or how people choose to walk or to ride a bicycle, help guide future design decisions.

Pilot projects are most useful when there is a clear issue to address, like speeding near schools, uncomfortable crossings, or unsafe turning movements, and are most successful when the community is open to exploring new ideas. These projects can also serve as a bridge between planning and construction, offering a way to test design concepts while waiting for funding or coordinating with other projects.

Pilot projects create opportunities to learn by doing, making them an important first step toward safer streets.

Photo 1. Open Streets Event in Boise, Idaho.

Program-Based Pilots

Not all pilots are about physical changes to the street. Some focus on programs that help people use streets more safely or differently. Examples include temporary wayfinding projects, school-based safety campaigns, or “open streets” events that invite people to walk, roll, and play in car-free spaces. These program-based pilots help build awareness, encourage healthy travel habits, and foster community connection—all while reinforcing the City’s broader goals for safer, more livable streets. Together with infrastructure pilots, they help create a culture that supports long-term speed management and multimodal safety improvements.



Translating to Permanent Projects

Permanent projects build upon the lessons learned from pilot projects to create lasting infrastructure improvements. A permanent improvement might be a curb extension, a raised crosswalk, or a redesigned intersection using durable materials, such as concrete, intended to last for years. These projects build on the success and feedback from pilot installations, refining the design based on how people actually used the space and what the data showed about safety and comfort.

Investing in permanent infrastructure creates long-term benefits for both the community and the City. While permanent projects have a higher upfront cost, they often result in long-term savings by reducing the need for repeated maintenance, enforcement, and crash-related costs. Permanent changes also provide an opportunity to better integrate design with the surrounding context—matching neighborhood character, improving accessibility, and supporting

nearby land uses. Over time, these improvements encourage lasting behavior changes by creating safer, more predictable environments for people walking, biking, and driving.

The transition from a pilot to a permanent project depends on community support, data-driven evaluation, and availability of funding. When a pilot successfully demonstrates safety and livability benefits, the City can use the results to prioritize the location for permanent construction through the capital improvement process. The lessons learned—what worked well, what did not, and how people responded—become the foundation for refining future projects and expanding successful methods citywide.

Photo 2. W Park Ave and Alamo St.

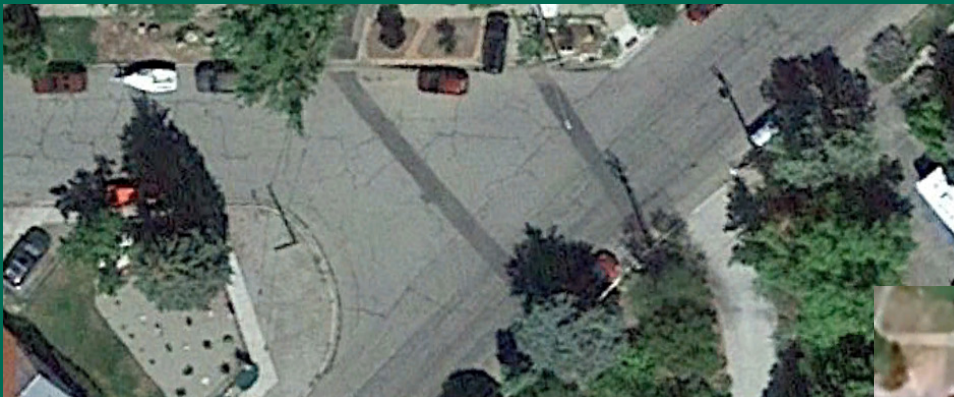


Photo 3. Aerial view of pilot intersection realignment at W Park Ave and Alamo St.



Photo 4. Driver view of pilot intersection realignment at W Park Ave and Alamo St.



A Consistent Process

Managing safety and vehicle speeds in a community requires a clear and transparent process that residents, City staff, and partner agencies can all understand and trust. This speed management plan outlines a step-by-step framework, starting with the submission and review of community concerns, and progressing through

planning, preparation, installation, and evaluation of pilot projects. Each stage is designed to verify that projects are both feasible and supported, with opportunities for public input, technical review, and data collection built in. By documenting activities before, during, and after installation, the process records lessons learned that

can be applied to future projects. The ultimate goal is to establish a consistent approach for addressing speeding concerns while enhancing safety and livability throughout the City. The process identified here and continued on page 5 provides the framework for consistently and transparently implementing pilot projects.

Figure 1. Speed Management Pilot Process

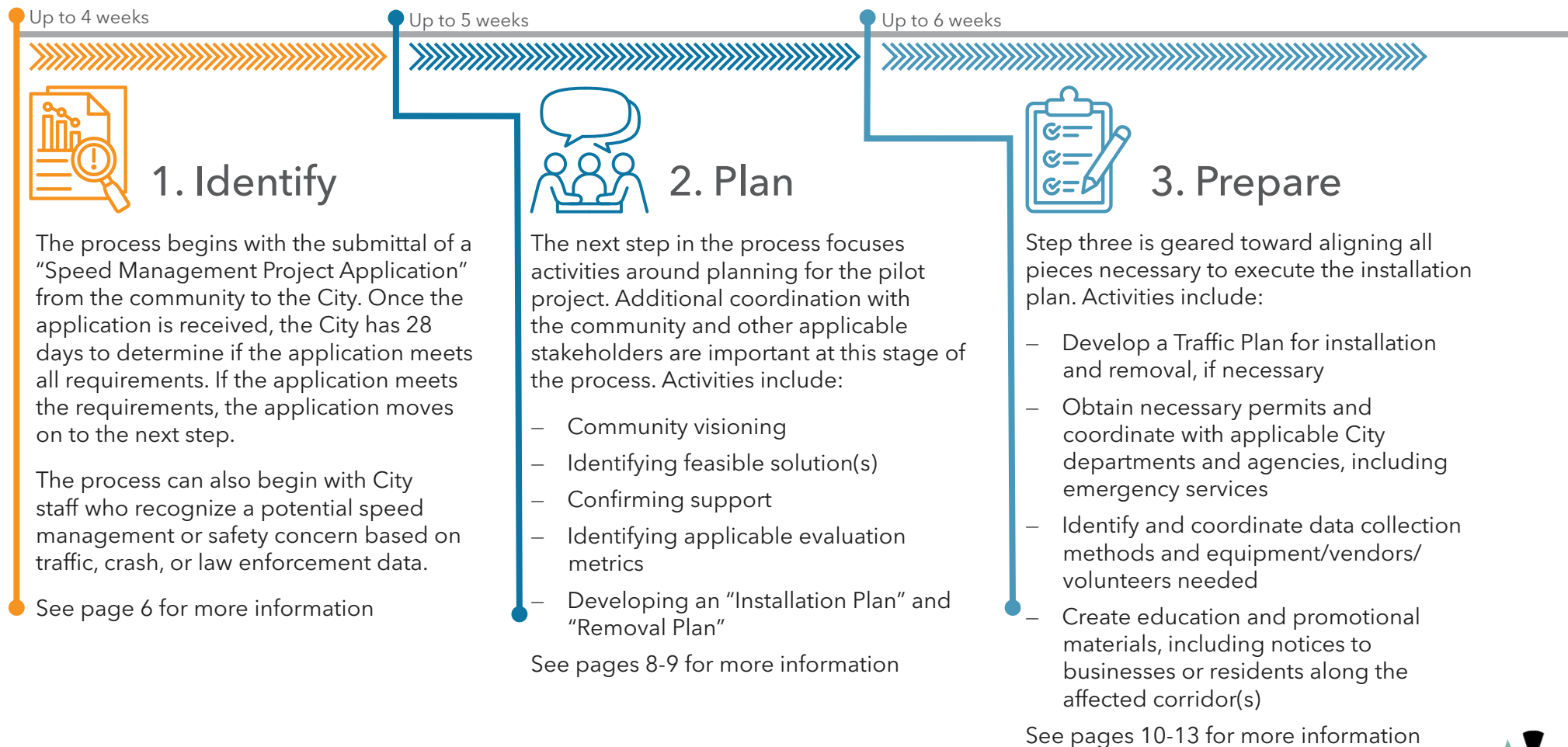
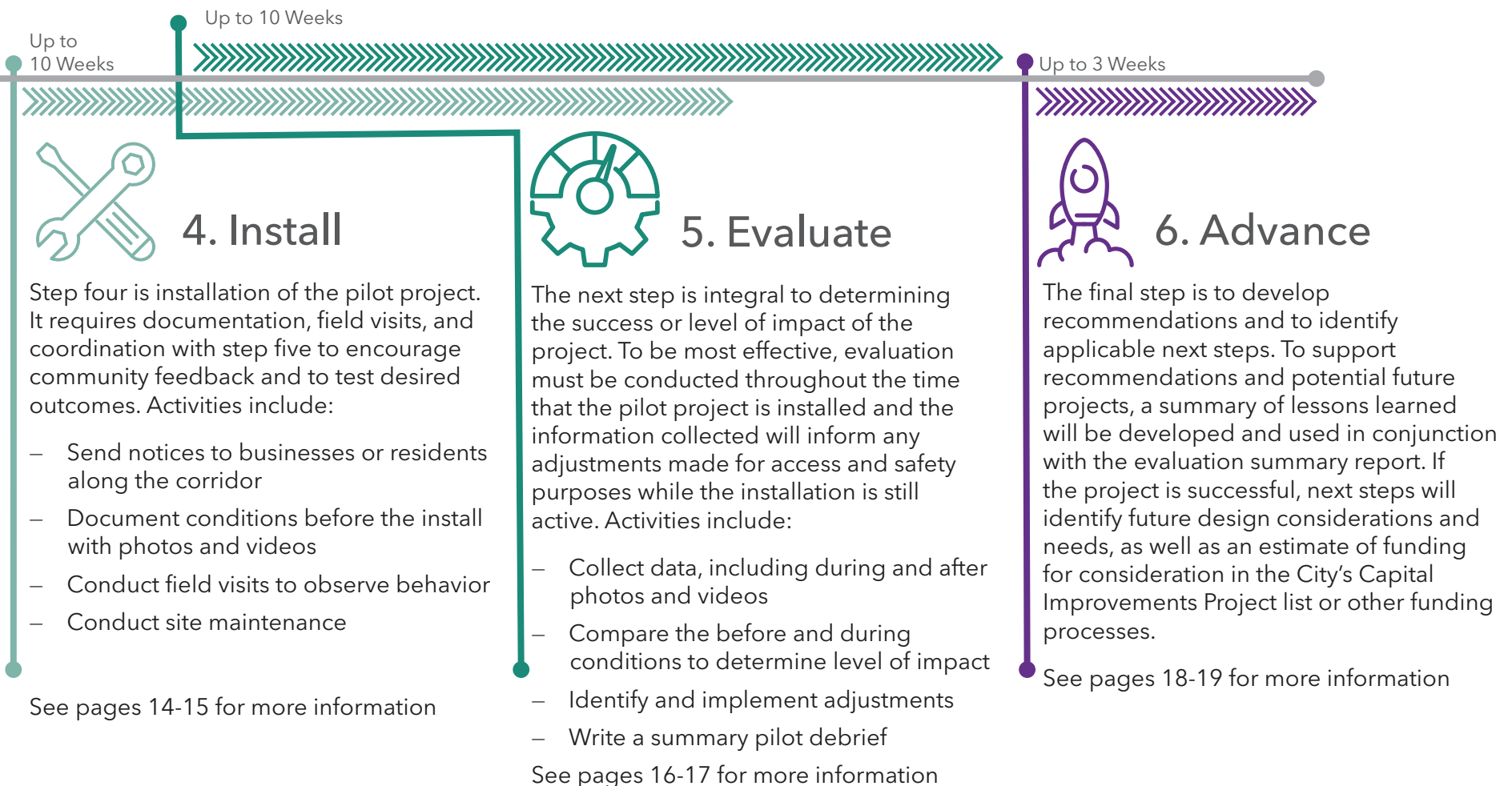




Photo 5. Temporary Speed Cushions on Animas View Drive



Step 1: Identify



The Identify step establishes the foundation for the Speed Management Program. It transforms community observations into structured project requests that can be reviewed, prioritized, and advanced through the City's process.

The goal of Step 1 is to advance pilot projects that originate from transparent, data-supported requests and align with broader City safety, mobility, and equity goals.



Step 1 may take up to 4 weeks to complete.

1.1 Application and Screening

The process begins when a property owner, resident, business, or neighborhood association submits a Speed Management Project Application to the City. This form serves as the official request for consideration of a pilot or demonstration project.

Applications should clearly state the location of concern and describe observed speeding or safety issues. Submissions may also include photographs, a short narrative describing why the project is needed, and any known partners or existing community initiatives.

Upon receipt, the City conducts a preliminary screening to confirm completeness, location eligibility, and whether the corridor or intersection falls within City jurisdiction.

Submissions on State or County facilities will be shared with those agencies. Next, staff will conduct a desktop analysis and, if warranted, a site visit to validate the concerns described in the application. This step includes scoring traffic data, including vehicle speeds, traffic volumes, pedestrian delay, roadway width, accessibility, crash data, and land uses. See Page 55 for the Minimum Criteria Score Sheet. A project must score 5 points to move to Step 2.

A summary memo documents findings and identifies whether the request advances to the Plan stage.

1.2 Preliminary Coordination and Communication

Transparent communication is essential. Applicants will receive confirmation of receipt, information about the review timeline, and notice of next steps. If an application does not meet criteria, staff will provide feedback on why the request will not advance and recommendations for other City programs or resources if applicable.

Projects that pass the initial screening will be entered into the Speed Management Pilot Pipeline.



Recommended Intake Form Sections

The intake form will be accessible online and request enough information for staff to complete a comprehensive intake assessment.

Section 1: Applicant Information - This section includes contact information and a description of the applicant's relationship to the area to help staff understand the applicant's perspective and lived experience.

Section 2: Location of Concern - This section details where the issue(s) is occurring, including specific location details and the surrounding context.

Section 3: Nature of the Concern - This section focuses on what's happening on the street, including specific concerns (vehicles driving too fast, unsafe crossings, cut-through traffic, etc.), when the issue occurs most often, and how long the issue has been going on. This will help differentiate between isolated and persistent problems.

Section 4: Safety Experience and Observations - With a focus on the lived experience, not technical information or data, this section inquires about experiencing or witnessing things like near-misses, non-compliance with traffic laws, crashes, difficulty crossing the street, etc. Additionally, there will be space for people to describe crash and/or near-miss situations and the types of people most affected by the issue, like children, older adults, people biking, etc.

Section 5: Desired Outcomes - This section asks what success would look like to the community, which can help align expectations early and inform future metrics.

Section 6: Community Support - This section inquires about broader community support regarding the issue.

Section 7: Additional Information and Acknowledgments - This section accommodates any additional information about the issue, such as photo uploads, and clearly states expectations around the process to create a shared understanding.

Photo 6. Example Online Application Form from Grand Rapids, Michigan

The screenshot shows the 'Traffic Calming Application' form on the City of Grand Rapids website. The form is titled 'Traffic Calming Application' and includes a progress bar at the top indicating 'My progress: 0%'. The form is divided into several sections:

- General Information:**
 - What is the name of the street with the traffic problem? (Required) ex. Barfield Dr SE
 - What are the names of the cross streets where this problem starts and ends? (Required) ex) Breton Rd SE to Alger St SE
 - Check the box next to the problem you are experiencing on your street, select all that apply: (Required)
 - ☐ Speeding
 - ☐ High traffic volumes
 - ☐ Cut-through traffic
 - ☐ Traffic noise
 - ☐ Crashes
 - ☐ Pedestrian or bicycle safety
 - ☐ Parking
 - ☐ Other
 - What time of day is the problem the worst? (be specific, ex. In the morning between 8am 9am, Monday through Friday) (Required)
 - Does this problem include most or all drivers on your street? (Required)
 - ☐ Yes
 - ☐ No
 - I have you contacted the City to try to fix this problem in the past? (Required)
 - ☐ Yes
 - ☐ No
- Buttons:** Back, Save progress, Continue

Powered by [OpenForms](#)

Step 2: Plan



The Plan step is the most collaborative step of the process. It transforms a community-identified concern into a clearly scoped, feasible, and measurable project.

The goal of Step 2 is to develop a concept that responds to local conditions, has community and interdepartmental support, and includes a clear plan for installation, maintenance, and removal.



Step 2 may take up to 5 weeks to complete.

2.1 Community Visioning and Context

Every pilot begins by aligning community priorities with technical feasibility. The planning process begins with a visioning meeting or site walk that includes residents, City staff, law enforcement, schools, and other key partners. The visioning will include discussion around what success looks like, for example, safer crossings for students, slower traffic near a park, or a more comfortable walking environment for older adults. This collaborative step not only helps define the purpose of the pilot but also builds transparency and shared ownership. Key components to document at this step include:

- Community concerns and desired outcomes
- User groups most affected (e.g., students, people biking, residents, business owners)
- Desired timeframe and scale
- Opportunities to align with other City initiatives or projects
- A brief narrative of community priorities with photos from the site and notes from the visioning meeting and/or site walk.

2.2 Identifying Feasible Solutions

Once goals and constraints are defined, the next step is to evaluate potential design treatments in the toolbox. Each treatment will be evaluated for applicability to the street type, needs, surrounding land use, and maintenance capacity, as well as any impacts to emergency response times, transit operations, accessibility, and drainage.

Each proposed concept will be illustrated using simple sketches, photos, or visual mock-ups (e.g., using Streetmix or ArcGIS StoryMaps). Concepts will identify where treatments will be applied. City staff will also estimate cost and installation duration to align the pilot with available funding and staff resources. These conceptual layouts constitute the design of each pilot project. Because these pilots are low-cost, temporary installations, the City will not generate full engineering plans/ designs.

2.3 Defining Evaluation Metrics

Defining evaluation metrics early is essential for testing how well the pilot performs in achieving desired outcomes and learning from each pilot. Evaluation metrics connect the original problem statement to quantifiable and observable outcomes, providing the evidence needed to refine future projects or justify permanent investments.

Metrics are important because they make outcomes transparent and measurable, help communicate results to decision-makers and the public, enable comparison between projects over time, and support data-driven budgeting and policy refinement.

Metrics will combine quantitative performance measures (numerical data) and qualitative perception measures (community experience). Both types reinforce each other and help evaluate how design and behavior interact.

Potential Metrics:

Quantitative

- Vehicle Speeds
- Pedestrian Yield Compliance
- Traffic Volumes
- Pedestrian and Cyclist Volumes
- Crossing Distance/Time
- Crash Data
- Safety Risk and Near-Miss Observations

Qualitative

- Community Perception (safety/comfort)
- Community Support
- Accessibility
- User Behavior Observations
- Access and operations notes

What Key Metrics Mean



85th percentile speed (core speed metric): Tells you the safe and reasonable speed, reflecting how most drivers operate based on road design, not just the average. It helps confirm whether the street feels like 25 MPH or behaves like 32 MPH.

Speeding rate (percent over threshold): Tells you how common “problem speeds” are (e.g., percent over 30 MPH in a 25 MPH). This is often easier to understand than percentile stats.

Yielding compliance at a pedestrian crossing: Tells you whether driver behavior is becoming more people-first (especially near schools, trails, and downtown crossings).

Traffic volume (average daily and peak hour): Tells you whether the pilot affects cut-through driving. Even small drops in volume can meaningfully change how a street feels.

Near-miss / conflict observations: Tells you what crash data cannot capture in short pilots: close calls, hard braking, awkward passing, and failure to yield.

User comfort / perceived safety (qualitative): Tells you whether people feel safer walking/biking even before infrastructure is permanent.

Access and operations notes (implementation reality): Tells you if the pilot creates issues for fire access, snow operations, deliveries, or transit stops/operations, and emergency evacuations during wildfires and other natural disasters.

Step 3: Prepare



The Prepare step is where planning concepts become operational reality. The pilot's timing, coordination, permitting, logistics, and communications all come together for installation.

The goal of Step 3 is to carefully prepare to minimize disruption, manage risks, and build public confidence in the City's process.



Step 3 may take up to 6 weeks to complete.

3.1 Coordination

The success of this step depends on strong interdepartmental coordination and clear responsibilities. The elements in Figure 2 will be coordinated in sequence, with typical timeframe noted for planning purposes.

Figure 2. Coordination Components, Purpose, Lead, and Timing

Component	Purpose	Typical Lead	Timing (Prior to Install)
Permits & Approvals	Confirm all required encroachment, event, or traffic control permits. Secure approval from the road authority, utilities, and emergency services.	Engineering / Traffic Division	4-6 weeks
Traffic Control Plan (TCP)	Verify compliance with the Manual on Uniform Traffic Control Devices (MUTCD) during installation/removal; include staging, detours, and signage.	Public Works / Engineering	4 weeks
Procurement & Materials	Purchase or reserve paint, flex posts, signage, barricades, and personal protective equipment (PPE). Confirm vendor availability and delivery dates.	Procurement / Project Manager	3-4 weeks
Volunteer & Staff Coordination	Identify volunteers, staff, or contractors and assign roles (e.g., installation, maintenance, evaluation). Verify insurance coverage.	Project Manager / Community Outreach	2-3 weeks
Public Notification & Promotion	Prepare and distribute notices, flyers, and social media content. Engage local media if applicable.	Communications Office	2-3 weeks
Data Collection Preparation	Calibrate speed counters, prepare manual count sheets, and train data collectors. Collect baseline data.	Transportation Planning / Interns	1-2 weeks
Installation Day Logistics	Confirm delivery, staging area, storage, and access for vehicles and materials. Schedule field safety briefing.	Project Lead / Contractor	1 week
Weather Contingency & Backup Plan	Identify rain dates, staff availability, and notice procedures if postponed.	Project Lead	1 week

Best practices for coordination with partners include the following activities:

1. Establish Regular Coordination Meetings: Hold brief (30-minute) coordination calls weekly beginning six weeks before installation. Meetings will track progress on permits, materials, outreach, and data readiness.
2. Engage Maintenance and Operations Early: Include streets, snow, and storm water staff in planning discussions so temporary installations do not conflict with maintenance routes or drainage systems.
3. Integrate Emergency Services and Transit: Share draft layouts with police, fire, EMS, and transit agencies at least one month prior to installation. Confirm turning templates for emergency vehicles and discuss how to maintain access during installation.
4. Confirm Field Safety Procedures: Identify the designated Field Safety Officer responsible for ensuring compliance with the approved Traffic Control Plan, PPE requirements, and volunteer safety briefing.

3.2 Data Collection

Data collection in the Prepare step confirms that baseline conditions are well-documented and that post-installation comparisons are valid. It is essential to conduct “before” measurements during comparable conditions (day of week, time, and weather) to those expected after installation. Baseline data collection will include the metrics identified in Step 2 and photos and videos of the before conditions. Additionally, using a consistent measurement window (e.g., Tuesday – Thursday, 2–4 p.m.) before and after the pilot is required.

Tool and Equipment Checklist

(not all tools and equipment may be needed)

- Portable radar or pneumatic tubes (for vehicle speed)
- Manual count sheets for pedestrian and cyclist volumes
- Cameras or drones for aerial and time-lapse footage
- Tripod mounts for consistent camera placement
- Clipboard with evaluation metrics worksheet

Volunteer Training

If volunteers or interns are to collect data, provide training to make sure everyone understands the requirements, promotes safety, and collects data a consistent manner.

- Safe observation locations and visibility requirements
- Counting and recording methods (tallies per 15-minute intervals)
- Definitions for yield versus non-yield behavior
- Documentation of context (weather, events, construction activity)
- All data sheets and electronic files will be organized in a shared project folder for easy retrieval during the Evaluate step

3.3 Public Outreach and Promotional Materials

Proactive communication can set clear expectations among partners and foster public support. Public outreach has multiple goals, including informing residents and businesses about the pilot, building an understanding that feedback will shape long-term decisions, encouraging participation in data collection or surveys, and providing contacts for questions and concerns.

Recommended materials include:

- Community Notice Flyer: Delivered door-to-door or by mail two weeks before installation; includes map, dates, project goals, and where to find more information.
- Press Release and Social Media Toolkit: Provides consistent messaging. Posts will highlight benefits (e.g., “testing safer crossings,” “temporary speed reduction tools”) and include a project website and hashtag (e.g., #SafeSpeedsPilot)
- Fact Sheet or One-Pager: Simple summary of why the project is being implemented, with graphics and QR code for survey.
- On-Street Signage and Posters: Simple, eye-catching signs placed at pilot approaches. Signs will read “Pilot Project Ahead – Tell Us What You Think!” with contact info or QR code
- Partner Briefing Template: A one-page summary for City Council members or agency partners outlining scope, dates, and contact points.



Outreach Best Practices

- Maintain consistent branding (colored banner, logo, or tagline such as “Slow Streets for Safer Neighborhoods.”)
- Name it clearly: “6-Week Slow & Safe Pilot” (simple, local, non-technical).
- Use positive and inclusive language: “temporary test to improve safety for everyone,” not “traffic experiment.”
- Message the ‘why’ in one sentence: “We’re testing quick, low-cost changes to slow speeds and make crossing safer.”
- Set expectations up front: dates, scope of project or improvements, how feedback will be used, and when it goes away.
- Combine physical and digital outreach to reach a diverse audience.
- Post updates and photos on City social media channels to show progress and encourage feedback.
- Use a “3 ways to share feedback” approach: QR survey, on-street comment board, and an open-house pop-up hour.
- Recruit trusted messengers: schools, downtown businesses, trail or neighborhood advocacy organizations, and/or neighborhood representatives.
- Keep the public informed during each step—announce installation dates, any adjustments, and evaluation outcomes.



Photo 7. (Top) Pilot project pop-up signage
Photo 8. (Bottom) Pilot project navigation signage

3.4 Deliverables and Readiness Checklist

By the end of the Prepare step, all operational and communication components will be finalized. The City's project manager will verify readiness using a short "Go/No-Go" checklist:

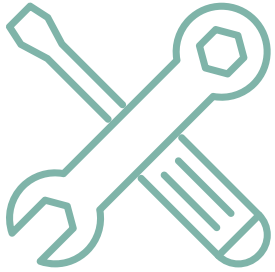
- All permits and approvals secured
- Traffic Control Plan approved and distributed
- Installation and Removal Plans finalized
- Materials procured and delivered to storage/staging site
- Data collection equipment calibrated and baseline data collected
- Public notifications issued (two weeks and two days prior)
- Volunteer/staff rosters confirmed with safety training scheduled
- Weather contingency and backup dates identified

Once all items are checked, the project is ready to move to Step 4 – Install, where temporary materials are implemented in the field following the approved traffic control and safety protocols.



Photo 9. Community walk audit.

Step 4: Install



The Install step brings the project to life. It requires clear communication, attention to safety, and coordination between City staff, contractors, and community volunteers.

The goal of installation day activities is to follow a sequence that verifies correct installation, thoroughly documents the process, and is ready for immediate observation and evaluation.



Step 4 may take up to 10 weeks to complete.

4.1 Installation Sequence

The installation process begins with a pre-installation meeting or field huddle that reviews the approved Installation Plan, Traffic Control Plan, and assigned roles. Staff will confirm access for emergency vehicles and review expected weather conditions along with the following typical installation sequence.

1. Site Preparation: Sweep and clean the roadway surface; mark boundaries using chalk or paint to define treatment locations.
2. Traffic Control Setup: Deploy MUTCD-compliant cones, barricades, and signage.
3. Base Layout: Mark out curb extensions, lane shifts, or median islands following the approved plan. Verify measurements and alignment.
4. Material Installation: Apply paint or temporary striping; install vertical elements such as flex posts, planters, or temporary curbing.
5. Signage and Pavement Markings: Install directional, regulatory, or informational signage and add high-visibility crosswalk markings as applicable.
6. Final Inspection: City staff and project leads conduct a walkthrough to verify layout accuracy, clear sight distances, and compliance with safety requirements.
7. Public Notification: Remove "work in progress" signage and post "Pilot in Progress" signage for project duration.

4.2 Real-Time Iteration with Step 5

Because pilot projects are dynamic, collaboration between the installation and evaluation teams is essential. If possible, deploy evaluation staff to begin "Day 1" observations immediately after installation. Observing how users interact with the new configuration during the first 24-48 hours provides critical insight for adjustments. Early coordination allows for quick modifications to address issues that may arise, such as users experiencing confusion or safety concerns. Examples of real-time coordination include:

- Adjusting post placement if drivers encroach on bike lanes or crosswalks.
- Adding additional signage or temporary delineators to clarify travel paths.
- Modifying curb extension dimensions to improve turning movements or visibility.

All adjustments will be documented in a Field Adjustment Record Form, noting what was changed, the reason for the change, and the person who authorized it. These records become critical for post-project evaluation.

4.3 Documentation and Maintenance Needs

Thorough documentation provides a foundation for evaluating the effectiveness of the pilot and communicating the need for the project with the community. Project staff will photograph the site from consistent angles and elevations before, during, and after installation. Videos or time-lapse sequences can effectively demonstrate activity patterns and user interactions.

Documentation Checklist

- Photos from each approach (before/during/after)
- Updated layout diagram (“as-built”)
- Notes on any installation challenges or field changes
- Media coverage or social media posts about the project launch
- Aerial or drone footage if available

Maintenance and Stewardship

Even temporary materials require ongoing maintenance to remain safe and effective. For the life of the pilot, establish a regular maintenance schedule and assign responsibility for checking:

- Flex posts or delineators for damage or displacement
- Paint and markings for visibility
- Planters for watering or repositioning
- Signage for alignment and readability

Projects lasting longer than two weeks will have at least one formal mid-project inspection and any necessary minor “touch-ups.” City staff will log maintenance notes in an Installation Daily Log and share with the evaluation team for context when interpreting results.



Iterative Process Example

Calgary’s downtown bikeway pilot used iterative data collection to address community feedback and test the design before implementing permanent installations. During the pilot, the City collected significant data, including cyclist and vehicle counts, travel time data, safety observations, and public feedback through surveys and direct outreach. Rather than waiting until the end of the pilot, staff reviewed early results and field observations within the first weeks of installation. This allowed them to identify locations where people driving appeared confused, where turning movements created conflicts, or where wayfinding and markings were not as clear as intended. The project team used this information to make targeted adjustments, such as refining signage, modifying pavement markings, adjusting separation elements, and clarifying intersection movements.

Making adjustments during the pilot proved especially helpful because it allowed the City to test solutions in real time and immediately see whether conditions improved. This approach strengthened public trust by showing that feedback was being heard and acted upon and resulted in a more refined set of final recommendations, grounded in observed behavior and lived experience rather than assumptions, which justified permanent implementation.

Project adjustments

The cycle tracks were constructed using temporary treatments to separate people cycling from people driving and walking. The inexpensive treatments allowed The City to make adjustment throughout the pilot. Thanks to monitoring and feedback from residents, commuters, businesses and stakeholders, more than 100 adjustments were made during the pilot period.

Example Adjustments

Parking and loading



Traffic operations



Reducing conflict

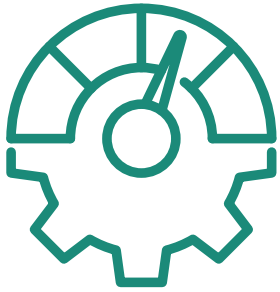


Cycling experience



Photo 10. Pilot project report highlighting adjustments made during the Install step.

Step 5: Evaluate



The Evaluate step determines whether the pilot has met its objectives and identified any applicable improvements before pursuing permanent implementation.

The goal of step 5 is to be both iterative and informative—evaluation occurs during and after installation to foster responsive adaptation and continuous learning.



Step 5 may take up to 10 weeks to complete.

5.1 Iterative Evaluation During Installation

Evaluation begins the moment installation is complete. Observations and data collected during the pilot can help identify early safety or operational issues that warrant field adjustments. These modifications, documented in coordination with Step 4, become part of the evaluation record.

During-Pilot Evaluation Activities:

- Observe driver yielding, turning movements, and compliance with markings.
- Note any conflicts between modes (e.g., vehicles entering bike lanes).
- Monitor accessibility for people using mobility devices or those with unique considerations, like youth or older adults.
- Record public feedback received through QR code surveys or comment boards.
- Conduct at least one formal speed and volume data collection effort within the first week of installation.

Adjustments made during this period—such as adding cones or modifying signage—will be logged in the Evaluation Data Matrix to track whether changes improved conditions.

5.2 Determining the Level of Impacts

Following the installation period, a thorough comparison between the “before vs. during” periods will be conducted using consistent methodologies. Refer to the identified metrics from Step 2. The City will align data analysis with the context of the pilot area and the intended goals. For example, a modest speed reduction may be meaningful if combined with positive user feedback and no observed conflicts. Conversely, unchanged speeds coupled with confusion may signal a design issue that needs refinement.

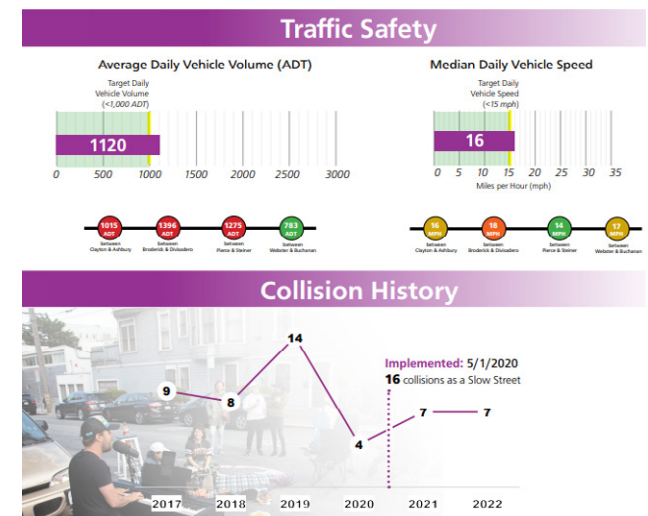


Photo 11. Safe Streets Evaluation Program Project Metrics Example from the San Francisco Municipal Transportation Agency

5.3 Summary Report and Debrief

All findings will be compiled into a concise but comprehensive Pilot Evaluation Report. The report will be accessible to both technical staff and the public. The following components may be included in the report:

- Project Overview: Purpose, location, timeline, partners.
- Design Summary: Key features, materials used, and installation details.
- Evaluation Methodology: Data types, collection tools, and timing.
- Results and Analysis: Tables, graphs, and photographs comparing before/during/after conditions.
- Community Feedback: Summary of survey or comment themes.
- Adjustments Made: Documentation of field modifications and their effects.
- Conclusions: Summary of what worked and what didn't.
- Recommendations: Next steps for design refinement or permanent adoption.

Post-Project Debrief

Within two weeks of removal, convene all project partners for a debrief session. The meeting will incorporate the following:

- Review key findings and public feedback.
- Discuss challenges encountered and lessons learned.
- Evaluate team coordination and communication effectiveness.
- Identify potential applications of similar pilots in other settings.
- A short Debrief Summary Form will capture outcomes and assign responsibility for final reporting.

Evaluation and Reporting Best Practice



The San Francisco Municipal Transportation Agency (SFMTA) provides a best practice for their Safe Streets Evaluation Program. The program is designed specifically to evaluate cyclists, pedestrian, and traffic calming projects in the City. The images below and on page 16 are from the City's Slow Streets Evaluation Summary, conducted in 2021. The report presents data for each project comprehensively and individually with easy-to-understand graphics that focus on before and after conditions. Additionally, SFMTA presents an annual report for the program as a story map on their program website, providing another way to keep the community informed and engaged.

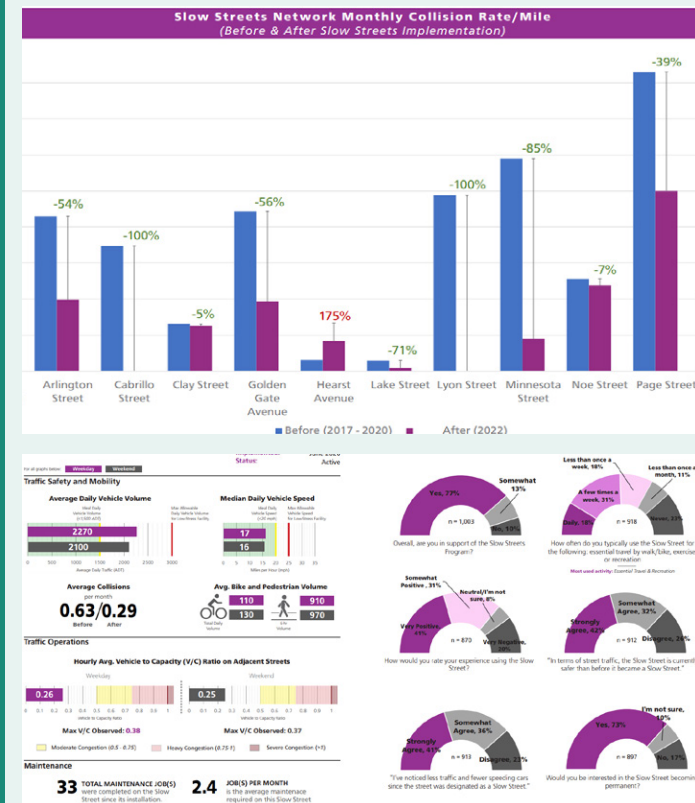
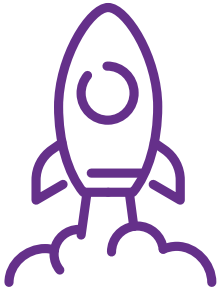


Photo 12. (Top) Before and After Collision Rate Chart

Photo 13. (Bottom) Dashboard-Style Performance Metrics

Step 6: Advance



The Advance step closes the loop between the pilot and long-term decision-making. It is where the City formalizes lessons learned, determines next steps, and explores funding or policy pathways for future implementation.

The goal of step 6 is to demonstrate that pilot projects are not isolated experiments, but rather part of a continuous improvement process.



Step 6 may take up to 3 weeks to complete.

6.1 Documenting Lessons Learned

Following the debrief, staff will compile insights from all participants, including City departments, community members, maintenance crews, and emergency services. Lessons learned will be organized into thematic categories such as:

- Design and Function: What worked well and what should change?
- Engagement and Communication: How did the public participate and/or respond?
- Materials and Maintenance: Which materials held up best?
- Coordination and Process: Were there any procedural or timing challenges?

The City will develop a concise Lessons Learned Memo to summarize key takeaways and recommend process updates for future pilots. This memo can also inform updates to City standard operating procedures or the Speed Management Toolbox.

6.2 Determining Next Steps

Based on evaluation results, City staff will classify outcomes into one of three categories:

- Advance to Design: The pilot achieved the desired outcomes and has garnered broad support.
- Refine and Retest: The pilot showed partial success but requires design adjustments.
- Discontinue/Redirect: The pilot did not meet its objectives or is unsuitable for the context.

For projects advancing to design, the City will develop a Concept-to-Capital Transition Sheet that outlines design refinement, anticipated scope, and next-phase costs.

Photo 14. Installation of pilot project.



6.3 Identifying Funding Opportunities and Cost Estimation

Funding is often a challenge in transitioning from temporary to permanent improvements. Even when funding is limited, the insights gained through structured evaluation and documentation enable the City to prioritize projects strategically, pursue grants competitively, and communicate clearly with the public about how temporary projects lead to lasting change. The evaluation report and documentation serve as powerful tools to justify investment and attract funding.

Potential Funding Sources

- Local Capital Improvement Program (CIP): Integrate successful pilots into future resurfacing or safety projects.
- Federal or State Grants: Safe Streets and Roads for All (SS4A), Highway Safety Improvement Program (HSIP), Transportation Alternatives Program (TAP), or CDOT Multimodal Options Fund.
- Partnerships: Coordinate with schools, health agencies, or local nonprofits that can contribute small grants or volunteer labor.
- Private/Philanthropic Support: Business Improvement Districts, local foundations, or corporate sponsorships for place-making elements.

Developing Cost Estimates

A Funding and Cost Estimate Template can standardize this process and provide a quick reference for inclusion in annual budget discussions. Cost estimates will include construction and material costs, design and engineering, maintenance and life-cycle costs, and potential cost offsets if coordinated with resurfacing or utility work

6.4 Moving Forward with Recommendations

Once funding paths and next steps are defined, the City will communicate the outcomes to the community through a Pilot Results Summary Sheet or an interactive webpage. Sharing results publicly reinforces transparency and encourages ongoing engagement.

If a project is selected for advancement, it is important to initiate early design coordination with Public Works to incorporate geometric refinements, material upgrades, and permanent drainage or accessibility improvements. For projects requiring redesign, document recommended modifications and potential future test sites.

The City will maintain a running Pilot Project Dashboard summarizing all speed management pilots, outcomes, and lessons learned to guide future decision-making.



How to think about Lessons Learned:

- What the City heard most often (top 3 themes)
- What the data showed (top 3 findings)
- What changed during the pilot (and why)
- What will be kept for the next pilot
- What will be changed for the next pilot
- What would need to be true for a permanent project (funding, design refinement, maintenance plan)

Tools and Treatments

This section details the various design treatments, materials, applications, and design considerations that can be used to manage speeds across Durango. Figure 3 on the following page provides a matrix of applicability and reference for each tool. This matrix can be used as a shortcut to identify which treatments may be most appropriate. Figure 4 Decision Tree maps out choices and possible strategies. Visualizations showing where treatments may be applicable in a network are on pages 22-23. Treatment details can be found on pages 24-46.

A matrix of applicable reference materials for further information is on page 53.



Design References

American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets:

- A policy document that contains the current design research and practices for highway and street geometric design. <https://store.transportation.org/item/collectiondetail/180>

Americans with Disabilities Act (ADA):

- A federal civil rights law that prohibits discrimination against people with disabilities in everyday activities. <https://www.ada.gov/>

City of Durango Design Guides

- The City of Durango has several design guides that should be referenced when considering pilot project installations.

Colorado Department of Transportation (CDOT) Roadway Design Guide

- This manual provides direction to the user from scoping through final design. The overall goal is to help the designer to identify the geographic and contextual area the facility is supporting.

FHWA Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD):

- The Federal Highway Administration publishes the MUTCD, which defines the standards used by road managers nationwide to install and maintain traffic control devices on all streets, highways, pedestrian and bicycle facilities, and site roadways open to public travel. <https://mutcd.fhwa.dot.gov/>

FHWA Safe Transportation for Every Pedestrian (STEP):

- An initiative supported by the Federal Highway Administration to promote specific countermeasures to improve pedestrian crossing locations and reduce crashes. <https://highways.dot.gov/safety/pedestrian-bicyclist>

National Association of City Transportation Officials (NACTO)

- Organization that is connecting and mobilizing North American cities and transit agencies toward safe, sustainable, and accessible transportation.

Public Right-of-Way Accessibility Guidelines (PROWAG)

- Accessibility guidelines for the design, construction, and alteration of pedestrian facilities in the public right-of-way. <https://highways.dot.gov/safety/pedestrian-bicyclist/safety-tools/r3062-public-right-way-accessibility-guidelines-prowag>

Pilot Strategy Application Matrix

Figure 3. Application Matrix

Strategy*	Corridor Type			Application		Volumes		Typical Use-Cases
	Local	Collector	Arterial	Corridor-Wide	Spot Treatment	Low ADT	High ADT	
Raised Crosswalks and Speed Tables	●	●	◐	◐	●	●	◐	School zone crossings; trail/river access crossings; downtown crosswalk priority; slip-lane/yield-control crossings
Speed Cushions	●	●	○	○	●	●	◐	Neighborhood speed hot spots; emergency access routes needing calming; near parks and schools on collectors
Chicanes and Pinch Points	●	◐	○	◐	●	●	◐	Neighborhood cut-through calming; downtown side streets; gateways/transitions between land use contexts
Curb Extensions	●	●	●	●	●	●	●	Downtown intersection crossings; neighborhood center crossings; transit stop bulbs (where applicable); trail crossings at intersections; poor visibility at sidewalks
Reduced Curb Radii/Turn Wedges/Truck Aprons	●	●	◐	○	●	●	◐	Downtown corners with fast turns; skewed intersections; school-area intersections; large vehicle or bus turns needing aprons
Realigned Intersections	◐	◐	◐	○	●	◐	◐	Skewed/high-crash intersections; downtown/river crossings with complex geometry; projects bundled with reconstruction
Speed Feedback Signs	●	●	◐	◐	●	●	◐	Neighborhood gateways; school zones; work zones; approaches to downtown; curve warnings on rural edges
Neighborhood Traffic Circle	●	◐	○	○	●	●	◐	Residential intersections with speeding; replacing all-way stop where appropriate; neighborhood greenway crossings
Median Islands	◐	●	●	●	●	◐	●	Pedestrian refuge on busy crossings; access control on corridors; gateway/transition medians; downtown approach calming
Lane Conversions/Road Diets	◐	◐	●	●	○	●	◐	Main-street safety retrofit; corridor re-striping during paving; adding bike lanes/parking; access management with medians/turn lane

*All strategies are compatible with snow, maintenance, and emergency response needs.



Applicable



Dependent on Conditions

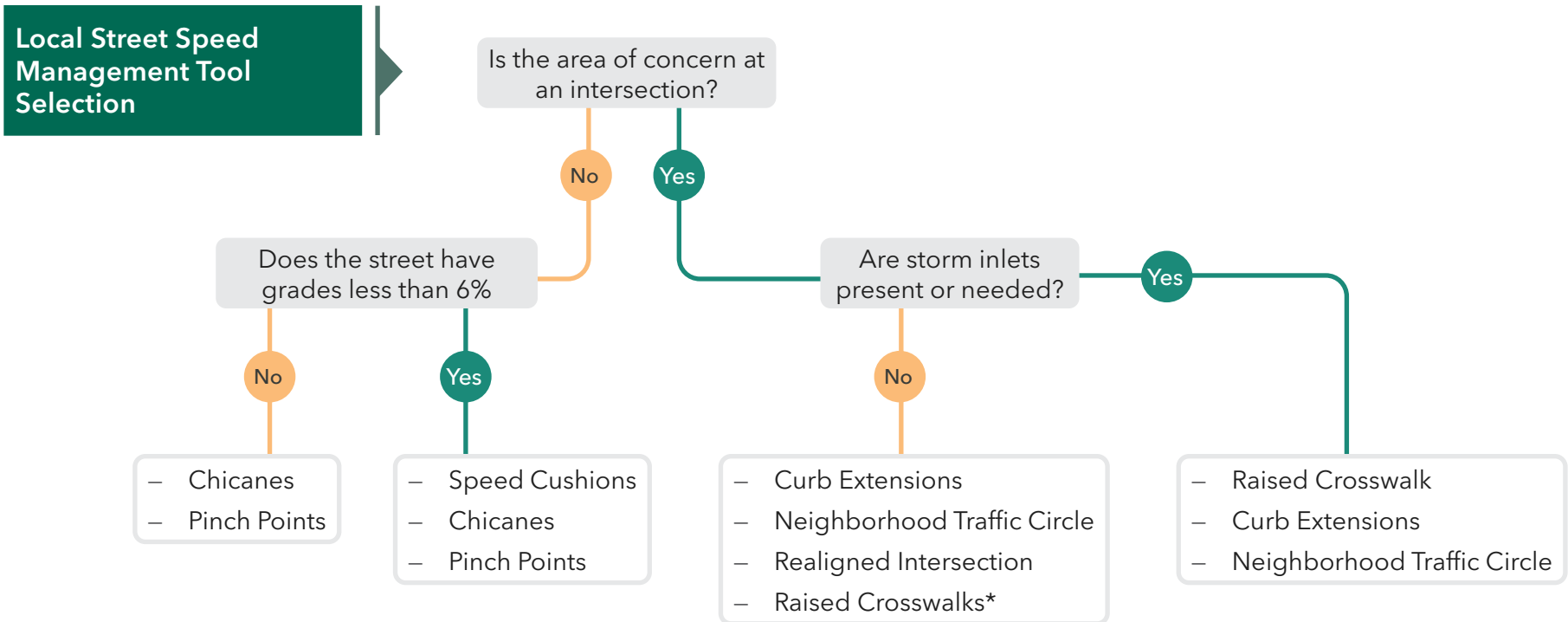


Not Applicable

Pilot Strategy Decision Tree

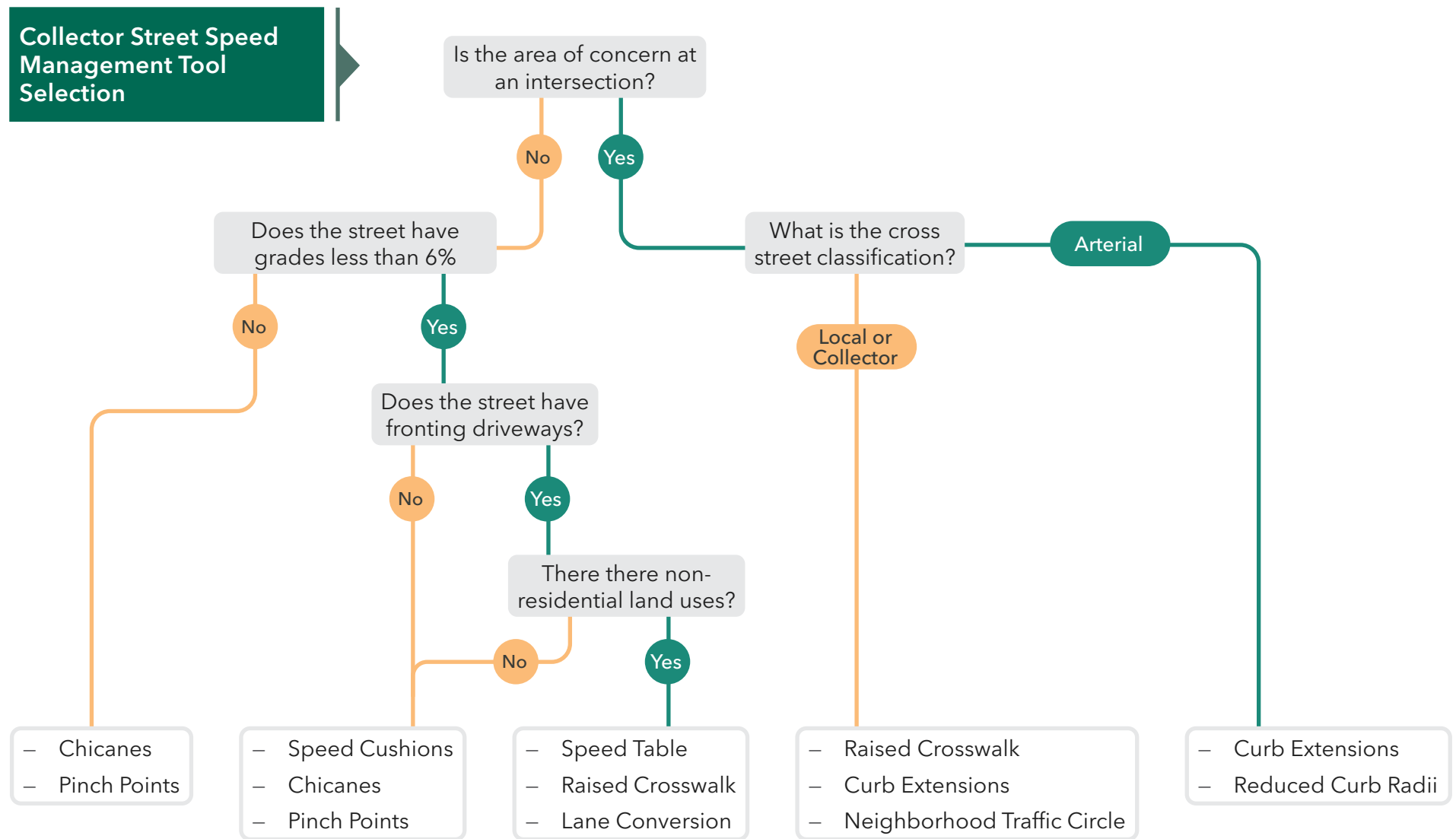
A decision tree is a visual, branching model used to guide decision-making by mapping out choices and their possible outcomes. Starting from a single root question, the tree splits into branches representing different options or conditions, ultimately leading to “leaf” nodes that show possible pilot strategies. By following each branch based on available data or criteria, you can compare alternatives and select the path that leads to the most favorable result.

Figure 4. Local Street Speed Management Tool Selection



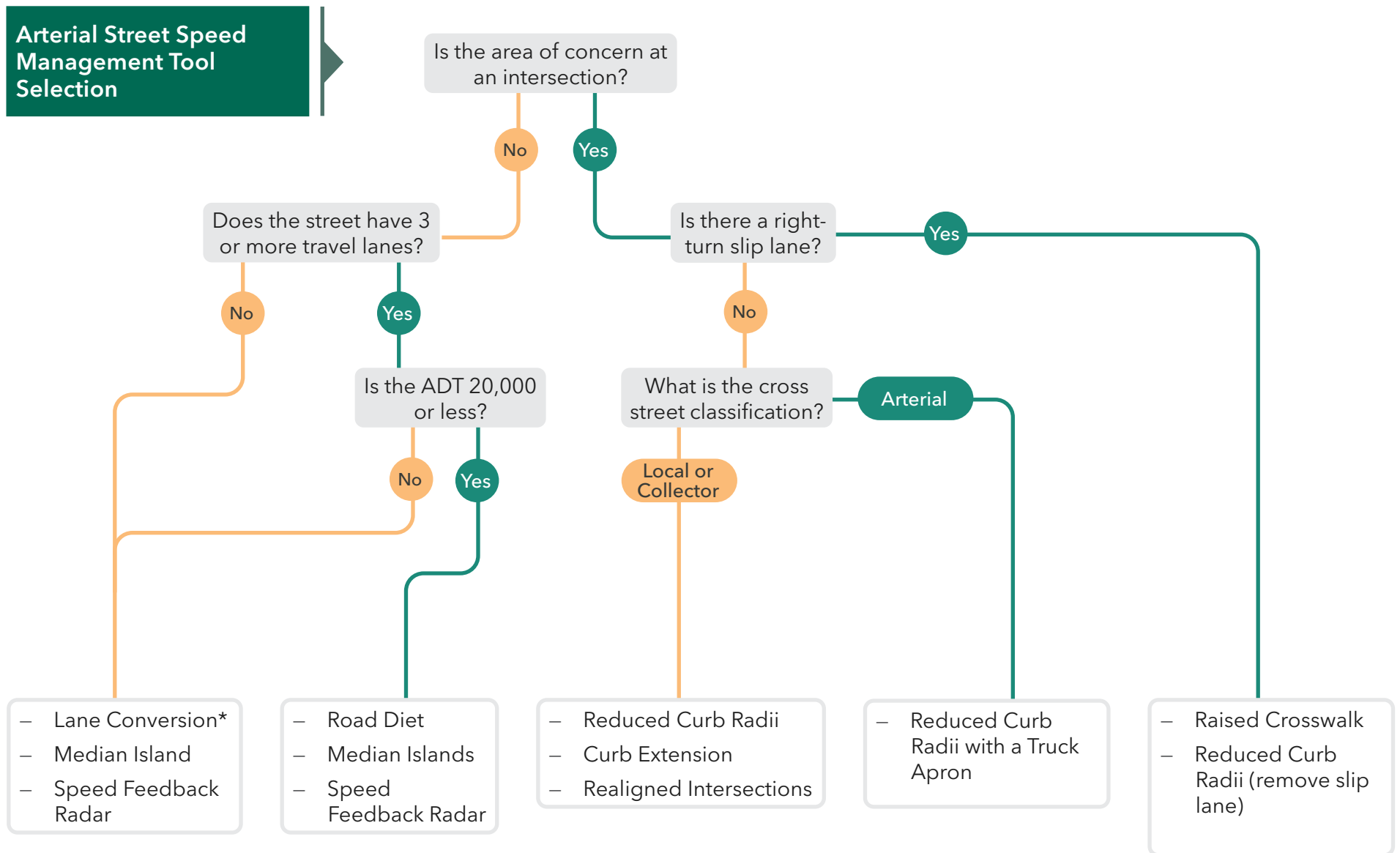
*If drainage works.

Figure 5. Collector Street Speed Management Tool Selection



*If drainage works.

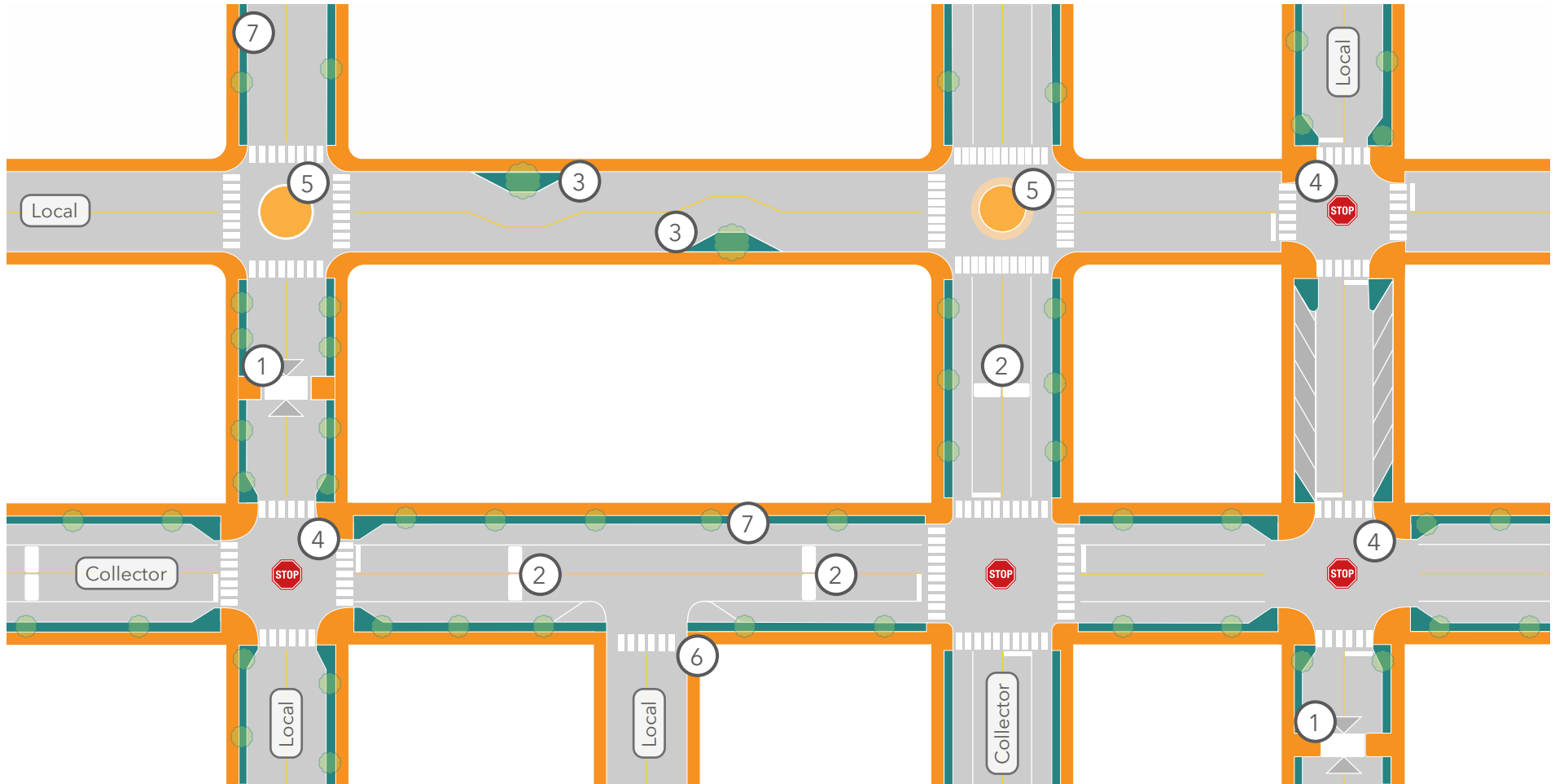
Figure 6. Arterial Street Speed Management Tool Selection



*Lane Conversions generally start with reduced lane width to 10'. With the additional width, other amenities can be considered, such as bike lanes, parking, and medians.

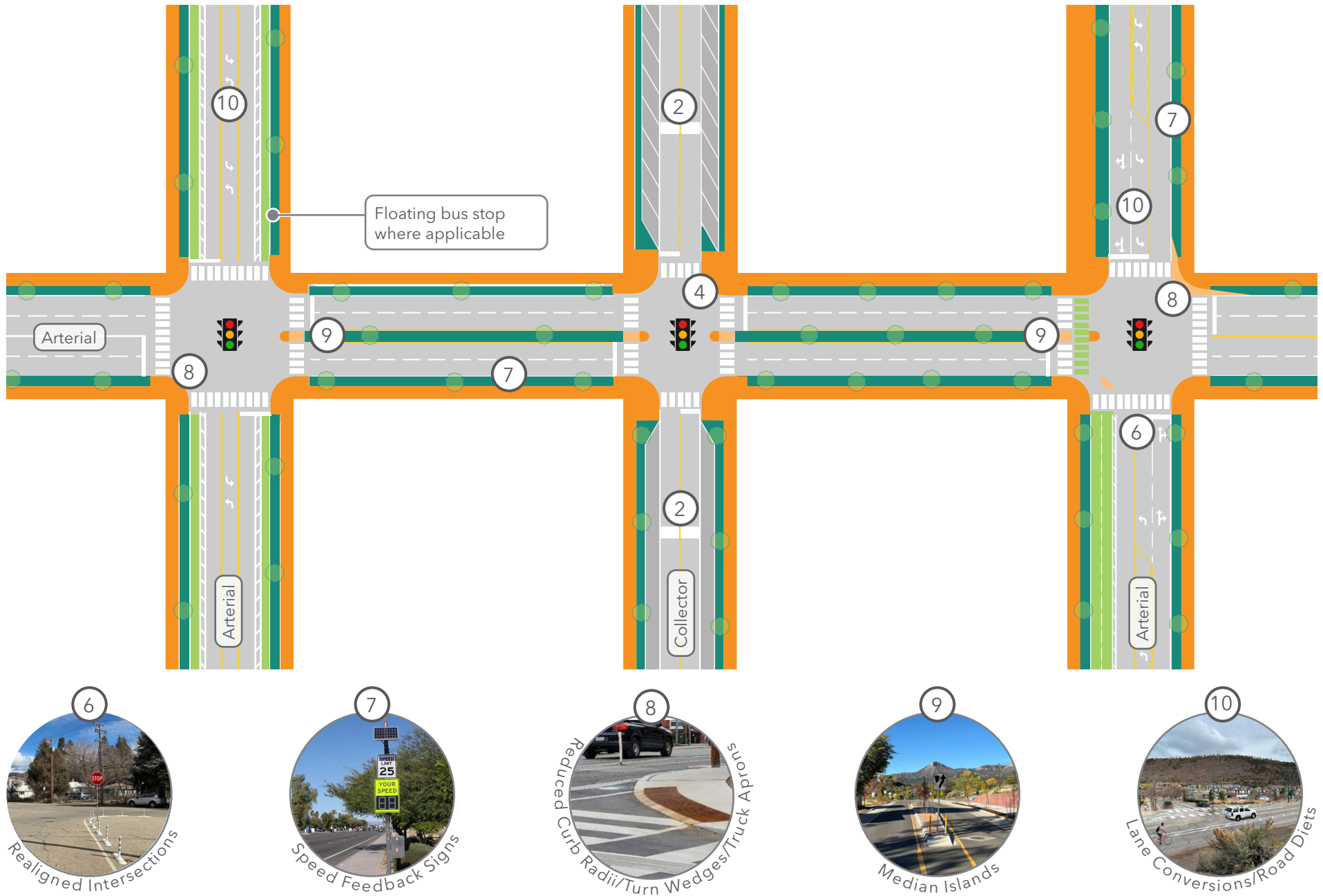
Pilot Strategy Application Visual

Figure 7. Collector and Local Street Applications



Figures 7 and 8 are intended to communicate how various speed management treatments may be applied and work together at spot locations or more broadly along a corridor. The visuals are not intended to show dimensions or details for design or implementation purposes.

Figure 8. Arterial and Collector Street Applications



Raised Crosswalks and Speed Tables

Raised crosswalks and speed tables elevate the roadway surface at pedestrian crossings or across the full travel lane to slow vehicle speeds and improve pedestrian visibility. These features reinforce pedestrian priority by creating vertical deflection that encourages drivers to approach crossings more cautiously.

Photo 15. Concrete raised crosswalk at mid-block location



Photo 16. Concrete raised crosswalk at intersection



Site Considerations

Raised crosswalks and speed tables are most effective in low-speed, high pedestrian flow areas, including town centers, neighborhoods, school zones, trail crossings, and more. They can be effective as side-road entry treatments, specifically in areas where small, side streets intersect with a larger corridor.

These treatments can also be used at mid-block crossings, and entrances to commercial and private drives. Additionally, they can be used at right-turn slip lanes on arterials, however, elimination of the right turn slip lane is preferred. When applied properly, raised crosswalks and speed tables slow traffic to prioritize pedestrian and cyclist safety.

Raised crosswalks and speed tables are most commonly installed on two or three lane roads with speed limits of 30 MPH or less and an annual average daily traffic below 9,000 vehicles.

Design & Implementation

Speed tables are preferred over speed humps where emergency response, transit, or frequent large vehicles are present. Advance signage and pavement markings should be used to alert drivers.

Vertical deflection can increase noise and vibration if heavily trafficked by large vehicles and should be used selectively.

Raised crossings are not appropriate for streets with longitudinal slopes greater than eight percent.

The addition of new inlets or chase drains may be required based on existing drainage patterns.

Where snow plows are frequently used in the winter, additional signage or vertical delineators may be used to prevent damage to the roadway and snow plow machinery. The height of the raised crosswalk or intersection may be reduced to 3 inches where motor vehicles with low-height wheelbases are likely (e.g., lowboy trailers).

Why This Works

Durango's mix of walkable downtown streets, neighborhood corridors, and gateway locations makes raised crossings an effective way to slow vehicles and prioritize people walking. These treatments reinforce lower speeds where pedestrian activity is expected, while remaining compatible with emergency response and transit when designed appropriately. Careful attention to drainage and snow maintenance allows raised crossings to function year-round in Durango's climate.

Materials & Application

Permanent Installations:

- Concrete or asphalt pavement
- When required, new inlets or chase drains
- Signage, markings, and striping per MUTCD

Temporary Installations:

- Molded rubber speed cushions
- Signage per MUTCD

Temporary Tips:

Piloting raised crosswalks typically includes using temporary asphalt ramps, rubber panels, or modular speed table systems to test height, placement, and driver response before committing to concrete. For example, the City of Boulder, Colorado, has used short-term installations near schools and trail crossings to observe whether drivers slow consistently and whether pedestrians feel more confident crossing.

Pilots also help refine drainage and maintenance considerations, especially in snow-prone climates, like Durango. Temporary installations allow staff to observe how plows interact with raised elements, whether ponding occurs during storms, and how signage performs during winter conditions. Adjustments such as taper length, edge delineation, or additional advance warning signs are often identified during the Install step and incorporated into permanent designs.

For Durango, temporary raised crossings may be particularly applicable near downtown blocks, trail connections, and school zones where pedestrian volumes fluctuate seasonally. Piloting allows the City to confirm that raised elements reinforce lower speeds while remaining compatible with emergency response and year-round operations.

Photo 17. Modular raised crosswalk.



Source: US Reflector

Speed Cushions

Speed cushions are a form of vertical traffic calming similar to speed humps but include wheel cutouts that allow wider-axle vehicles, such as fire apparatus and buses, to pass with reduced impact.

Photo 18. Asphalt speed cushion.



Source: FHWA

Site Considerations

Cushions are designed to slow most passenger vehicles while minimizing impacts to emergency vehicles.

Speed cushions are most appropriate on residential streets and minor collectors.

They are less effective at slowing motorcycles and may generate some noise when crossed by larger vehicles.

Speed cushions are not appropriate for streets with longitudinal slopes greater than eight percent.

Design & Implementation

Placement should consider proximity to driveways, intersections, and bike routes. In general, a speed cushion should not be within 20 feet of the edge of driveways, alley curb cuts, or intersections, or within 100 feet of an intersection. A speed cushion should be located periodically along the corridor every 250 feet to 400 feet or in combination with other traffic calming treatments to effectively lower speeds.

Advance signage and pavement markings help improve driver awareness and compliance.

Slopes should not exceed 1:10 or be less steep than 1:25. Side slopes on tapers should be no greater than 1:6. The vertical lip should be no more than a quarter-inch high.

Why This Works

Speed cushions are well suited for residential streets and designated emergency routes in Durango, where slowing traffic must be balanced with access for fire, transit, and service vehicles. Their design allows most large vehicles to pass with minimal disruption while still discouraging speeding by passenger vehicles. This makes them a practical option in neighborhoods with safety concerns but limited tolerance for horizontal deflection impacts.

Materials & Application

Permanent Installations:

- Hot mix asphalt or concrete
- Inlaid thermoplastic markings
- Signage and markings per MUTCD

Temporary Installations:

- Molded rubber speed cushions
- Signage per MUTCD

Temporary Tips:

Speed cushions are frequently piloted using pre-manufactured rubber units that can be installed and removed quickly. Temporary speed cushion pilots can confirm that emergency vehicles and buses can pass smoothly while passenger vehicle speeds are reduced. Pilots can include side-by-side comparisons with speed humps to demonstrate the operational advantages of cushions on emergency routes.

Pilot installations help address community concerns early by allowing residents to experience the treatment firsthand. Noise, vibration, and spacing are common discussion points, and pilots give staff an opportunity to adjust placement or remove cushions if unintended impacts occur. Data collected during pilots can show if there is a meaningful reduction in speeding.

In Durango, temporary speed cushion pilots may be especially useful on residential streets that serve as emergency access routes or experience seasonal traffic fluctuations.

Photo 19. Modular temporary speed cushion.



Chicanes and Pinch Points

Chicanes and pinch points introduce horizontal deflection or roadway narrowing to encourage slower vehicle speeds. Chicanes create a gentle, alternating curve in the roadway, while pinch points reduce the effective roadway width at specific locations.

Photo 20. Pinch point at an intersection.



Photo 21. Mid-block chicane.



Site Considerations

Chicanes slow traffic by creating a serpentine travel path by restricting the roadway width with alternating street features from one side of the street to the other.

Pinch points are curb extensions applied at mid-block to narrow the street. Pinch Points can create a desirable crossing location, and may be combined with curb ramps and a pedestrian crossing.

These treatments are best suited for local streets, neighborhood collectors, and low-volume commercial streets. Both treatments support on-street parking needs and can incorporate urban design features.

Both features are more commonly applied as spot treatments or short segments, rather than corridor-wide installations, particularly where on-street parking or curb extensions already exist.

Design & Implementation

Cyclist accommodation, emergency response access, and large-vehicle turning movements should be evaluated and incorporated in design.

Chicanes can be designed to incorporate on-street parking, landscaping, or storm water features. Proposed features should be reviewed carefully for impacts to drainage patterns.

Pinch points and chicanes are only applicable to two-way roads. Avoid use on streets with higher volumes of bus, freight, or emergency service vehicles.

Pinch points may reduce a wide two-lane street to a narrower two-way section, or in limited cases, a single-lane yield condition that requires motorists to take turns through the pinch point.

Why This Works

Many of Durango's local streets and neighborhood collectors are wider than needed for the traffic they carry. Chicanes and pinch points help visually and physically narrow these streets, encouraging slower speeds without relying on enforcement. Because they can be implemented incrementally and adapted to existing parking and landscaping patterns, they offer a flexible way to calm traffic while enhancing neighborhood character.

Materials & Applications

Permanent Installations:

- Concrete curb and gutter and flatwork
- New inlets where applicable
- Signage and striping per MUTCD
- Landscaping and/or pedestrian crossings where applicable

Temporary Installations:

- Vertical delineators (36" flex posts or similar)
- Modular curbs and planters may also be used for temporary pilots
- Signage and striping per MUTCD

Temporary Tip:

Chicanes and pinch points are commonly piloted using flexible posts, modular curbing, planters, and paint to create visual and horizontal deflection. Temporary chicanes are typically used to test spacing, parking interactions, and driver behavior on neighborhood or local streets. These pilots often reveal that even subtle shifts in alignment can significantly reduce speeds by changing how drivers perceive the street.

Temporary installations allow staff to observe whether drivers respect narrowed sections, whether bicyclists feel comfortable navigating through pinch points, and how on-street parking functions alongside the treatment. Adjustments to post spacing, visibility, or signage are often made during the pilot to improve clarity and comfort.

For Durango, piloting chicanes and pinch points can support neighborhood-scale traffic calming while allowing flexibility to adapt to snow storage, drainage patterns, and seasonal parking demand before permanent construction.

Photo 22. Rendering of chicanes on Ridgeview Drive.



Curb Extensions

Curb extensions lengthen the sidewalk or curb line into the roadway at intersections or mid-block locations. They visually and physically narrow the street, shorten pedestrian crossing distances, and improve visibility between people walking and people driving.

Photo 23. Curb extension with pavers.



Photo 24. Concrete curb extension



Site Considerations

Curb extensions are most effective on local streets, collectors, and downtown arterial segments with higher pedestrian activity.

They are particularly advantageous near schools, parks, downtown blocks, transit stops, and neighborhood commercial areas where pedestrian visibility and safety is a priority.

They can improve pedestrian safety by reducing crossing distance, increasing visibility, reducing vehicle turning speeds, and creating additional space for directional curb ramps.

These features can also create additional public space for landscaping, seating, parking, or snow-storage where appropriate.

Design & Implementation

On higher-volume streets, curb extensions are typically applied as spot treatments rather than corridor-wide installations.

Design should account for large vehicle turning movements, snow plowing and drainage, driveway access, and curbside loading. Truck aprons can be paired with curb extensions. Cyclist operations should also be considered, especially where bicyclists may need to merge with traffic.

On-street parking should be restricted to 20' behind the stop bar to improve sight lines. The throat width of the roadway should be 24' from flowline to flowline or between vertical elements in a temporary condition.

Street sections should be investigated for potential impacts to storm water capacity and additional inlets may need to be installed.

Why This Works

Durango's compact blocks, walkable downtown, and neighborhood activity centers make curb extensions an effective way to improve pedestrian visibility and crossing comfort without major reconstruction. When designed with snow storage, drainage, and turning movements in mind, curb extensions can be implemented incrementally and adapted to local conditions while reinforcing slower, more attentive driving in areas where people walk every day.

Materials & Applications

Permanent Installations:

- Concrete curb and gutter
- Concrete curb ramps and sidewalk
- Signage and markings per MUTCD
- Inlets where applicable

Temporary Installations:

- Vertical delineators (36" flex posts or similar)
- Modular curbs and planters may also be used for temporary pilots
- Signage and Striping per MUTCD

Temporary Tip:

Temporary curb extensions are widely used to test crossing locations, curbside operations, and visibility before pouring concrete. The City and County of Denver, Colorado, has piloted curb extensions using paint, posts, and planters to quickly shorten crossings and improve sight lines. These pilots often reveal where curb extensions are most effective and where adjustments are needed to maintain loading, deliveries, or emergency access.

Pilots also allow staff to evaluate how curb extensions interact with drainage, snow storage, and turning movements. Observations during rain or snow events can help inform whether additional inlets or design refinements will be required for permanent installations.

In Durango's walkable downtown and neighborhood centers, temporary curb extensions provide a low-risk way to test pedestrian-focused improvements while maintaining flexibility for seasonal operations and special events.

Photo 25. Curb extension using paint and flexible posts.



Reduced Curb Radii/Turn Wedges/Truck Aprons

These treatments reduce the effective turning radius at intersections using temporary or permanent curb extensions, striping, posts, or mountable aprons. The goal is to slow turning speeds while still accommodating larger vehicles where needed.

Photo 26. Truck apron.



Photo 27. Turn wedge



Site Considerations

Reduced turning radii can improve pedestrian safety by reducing the turning speeds of right-turning vehicles (or left-turning onto a one-way street), shortening crossings, and improving visibility.

Curb radii reductions are effective on local streets, collectors, and arterials, particularly where pedestrian and cyclists activity is present, turning speeds are high, or crash history indicates turning conflicts.

Truck aprons are especially useful in downtown or mixed-use and commercial areas where large vehicles are present but frequent high-speed turns are not desired.

Design & Implementation

Turning requirements for emergency vehicles, transit, trucks, and snowplows should be evaluated. Design should incorporate adjustments to decrease adjacent lane encroachment by large vehicles.

Concrete material in the truck apron should be colored and/or textured to discourage use by a standard vehicle, but to allow use by a larger vehicle.

The effective radius should accommodate the design vehicle and establish the full-height curb along the back of the apron. The actual radius should accommodate the managed vehicle and establish the front of the apron. The control vehicle should not mount or overhang any portion of the pedestrian areas at a corner with a truck apron. ADA requirements must be fulfilled at curb ramps and across the crosswalk through the apron. Curb ramp locations should not be excessively set back from the intersection to accommodate truck aprons.

Why This Works

Durango balances everyday walking and biking with occasional large vehicles, including delivery trucks, buses, and emergency responders. Reducing curb radii while using truck aprons allows intersections to prioritize safety and slower turning speeds for most passenger vehicles while still accommodating larger vehicles when needed. These treatments are especially valuable in downtown and mixed-use areas where space is limited.

Materials & Applications

Permanent Installations:

- Concrete curb and gutter
- Concrete curb ramps and sidewalk
- Colored or textured concrete for apron
- Striping and markings per MUTCD

Temporary Installations:

- High visibility rubber mountable curbs
- Striping and vertical delineators (36" flex posts) may also be used for low-cost testing
- Striping and markings per MUTCD

Temporary Tip:

Reducing curb radii is often piloted using paint, rubber curbing, and flexible posts to tighten turning paths and slow vehicle movements. Many cities use temporary turn wedges to test whether reduced radii improve pedestrian safety without creating issues for delivery trucks or emergency vehicles. These pilots frequently highlight where truck aprons or mountable elements are needed.

Piloting allows staff to observe turning behavior across different vehicle types and times of day. Adjustments such as shifting the wedge, refining striping, or adding signage are often made during the pilot to improve operations before permanent construction.

For Durango, temporary curb radii reductions are especially valuable in downtown and mixed-use areas where space is constrained and large vehicles are present but high-speed turns are undesirable.

Photo 28. Turn wedge using paint and flexible posts



Realigned Intersections

Realigned intersections adjust the angle, approach, or geometry of intersecting streets to improve sight lines, reduce conflict points, and slow vehicle movements.

Photo 29. Inman Square, Cambridge-Somerville, MA



Site Considerations

Realignments are appropriate on local streets, collectors, and arterials where existing geometry creates safety concerns, confusion, or operational issues.

Realignments can significantly improve safety outcomes when geometry, driver/ped/bike visibility, or driver/ped/bike confusion is a contributing factor to crashes.

Design & Implementation

These are applied as site-specific treatments.

Realigned intersections are often coordinated with capital projects, utility work, or redevelopment as they can be higher cost and more complex than other toolbox treatments.

Requires detailed engineering review, right-of-way coordination, and drainage consideration.

Why This Works

Some intersections in Durango reflect historic street patterns or incremental growth rather than modern safety expectations. Realigning intersections offers a targeted way to address visibility, confusion, or crash patterns where geometry is the root issue. While more resource-intensive, these projects can be coordinated with capital improvements or redevelopment to maximize long-term value.

Materials & Applications

Permanent Installations:

- Concrete curb and gutter
- Concrete curb ramps and sidewalk
- Asphalt
- Striping, markings, and signage per MUTCD

Temporary Installations:

- Vertical delineators (36" flex posts or similar)
- Paint may be used for low-cost testing

Temporary Tip:

Temporary realignments are typically tested using striping changes, cones, and flexible posts to adjust approach angles or simplify confusing geometries. Pilots may not be practical if the existing pavement space is not wide enough.

Pilots help confirm whether drivers understand the new configuration and whether adjustments improve safety outcomes. Observations during the pilot often inform refinements to alignment, signage, or signal timing that would not be apparent through design alone.

In Durango, pilot realignments may provide a practical way to address safety issues rooted in historic street layouts while coordinating with future capital or redevelopment projects.

Photo 30. Realigned intersection at W Park Ave and Alamo St



Speed Feedback Signs

Speed feedback signs display a driver's speed or a message when a vehicle exceeds a posted threshold, providing real-time feedback to encourage compliance.

Photo 31. Speed Feedback Radar Sign



Site Considerations

Speed feedback signs are most commonly placed in transitional zones, such as neighborhood gateways, work zones, school zones, curves, and downhill segments. They can be used on all roadway types. The application on arterials is typically conditional and context-specific; because Arterials tend to see repeat trips, the effectiveness of the feedback sign diminishes as people begin to ignore the sign.

Speed feedback signs work well as an early or supplemental strategy for managing speeds along a corridor.

Speed feedback signs with solar panels and battery backup allows these to be placed in any regularly sunny location

Design & Implementation

Speed feedback signs are viewed as a cost-effective way to address speeding. However, studies show that when signs are removed, speeds often return to their previous levels. These treatments are typically most effective when paired with physical design changes.

Why This Works

Speed feedback signs are a practical, low-cost way to address speeding concerns quickly, particularly in neighborhoods, school zones, and gateway areas. Their portability allows the City to respond to community concerns, collect and store data, and raise awareness without permanent infrastructure. When paired with physical design changes, they help reinforce community expectations for safe driving.

Materials & Applications

Permanent Installations:

- Placement, visibility, and messaging should follow MUTCD guidance

Temporary Installations:

- Portable signs allow for rotation across multiple locations

Temporary Tip:

Portable speed feedback signs are frequently used as short-term pilots to raise awareness and collect speed data. Communities across Colorado and across the country routinely rotate signs through neighborhoods to assess where speeding is most persistent and where additional treatments may be needed. These pilots often show immediate speed reductions, particularly during the first weeks of deployment.

Temporary use allows the City to test placement, messaging, and visibility before purchasing additional units or pairing signs with physical changes. Data collected during these pilots can help prioritize corridors for future design interventions.

In Durango, speed feedback sign pilots may be an especially effective as an early response tool in neighborhoods, school zones, and gateway locations where quick action is desired.

Photo 32. Portable Speed Feedback Radar Trailer



Neighborhood Traffic Circle

Neighborhood traffic circles use raised islands or other markings to introduce a central island at intersections to reduce speeds and eliminate high-severity conflict points.

Photo 33. Neighborhood traffic circle in Denver, CO.



Photo 34. Neighborhood traffic circle in Boston, MA.



Site Considerations

Neighborhood traffic circles are best suited for local streets and lower-volume collectors, especially at residential intersections currently controlled by stop signs.

Neighborhood traffic circles can improve safety as they reduce the number of conflict points and reduce the severity of crashes at an intersection.

The smaller footprint makes these features functional options for smaller corridors, like neighborhood streets where roadways are narrower and there may be less available right-of-way.

Design & Implementation

When designing neighborhood traffic circles, it is important to verify that larger vehicles are able to easily navigate the intersection.

Traffic circles should not be installed with diagonal (apex) pedestrian curb ramps.

Landscaping or other place-making elements may be located in the center if space is available, but should not impede visibility.

Neighborhood traffic circles should be implemented with yield control for all intersection entry points. Stop control should not be used.

Why This Works

Many of Durango's residential streets operate at low speeds and volumes, making neighborhood traffic circles an effective alternative to stop-controlled intersections. These treatments calm traffic, reduce severe crash types, and fit well within neighborhood-scale contexts when designed to accommodate snowplows and emergency vehicles through mountable center features.

Materials & Applications

Permanent Installations:

- Concrete curb and gutter
- Signage and striping per MUTCD
- Landscaping or other place-making elements within the center

Temporary Installations:

- Rubber curbs
- Hot mix asphalt overlay within the interior of the circle
- Signage and striping per MUTCD
- Temporary curb elements, paint, and flexible posts allow pilot testing

Temporary Tip:

Neighborhood traffic circles are commonly piloted using paint, flexible posts, rubber curbs, and temporary center islands. The City of Fort Collins, Colorado, has used pilot traffic circles to test driver behavior, yielding compliance, and large vehicle navigation before installing permanent concrete islands.

Pilots allow staff to observe whether drivers slow appropriately and whether emergency vehicles can navigate the intersection without difficulty. Landscaping and place-making elements are often deferred until permanent construction, allowing the pilot to focus on geometry and operations.

For Durango, temporary traffic circles can provide a neighborhood-scale solution to intersection speeding while allowing refinement for snowplow operations and emergency access.

Photo 35. Neighborhood traffic circle using paint, rubber curbs, and cones.



Source: City of Palo Alto, CA.

Median Islands

Median islands separate opposing traffic streams and can restrict turning movements while also serving as pedestrian refuge islands.

Photo 36. Median on E 32nd Street, Durango, CO.



Photo 37. Median with pedestrian refuge on Camino Del Rio at W 7th Pl, Durango, CO



Site Considerations

Median islands are most effective on collector and arterial streets, particularly for higher-volume corridors, locations with access management needs, and where pedestrians have longer crossing distances.

These treatments can significantly improve pedestrian safety when designed as pedestrian refuge islands at intersections or mid-block crossings. This allows for a two-stage crossing of wider and/or higher-volume corridors.

Median islands can also enhance the corridor's aesthetic and provide space for trees and landscaping.

Median islands provide some traffic calming through visual narrowing or side friction especially when landscaped and can be used in areas of excessive speeds.

Design & Implementation

Median islands can be applied as spot treatments or corridor-wide.

Median islands should be at least 2' wide flow line to flow line. Where snow plow use is frequent, a mountable island nose may be installed to reduce damage to the island and snow plow equipment.

If integrating a pedestrian refuge, match the pedestrian refuge area width with the width of the crosswalk or the largest curb ramp on either end of the pedestrian path and provide detectable warning strips at the entrance and exit to the median refuge island if 6-feet or wider. Medians less than 6' in width flow line to flow line should not be considered pedestrian refuges, but can still provide value to pedestrians and access management.

Design should account for emergency access requirements and drainage. Additionally, landscaping should not block sight lines. Consider availability of street lighting.

Why This Works

On wider or higher-volume streets, median islands help manage access, reduce crossing distances, and create safer conditions for people walking. In Durango, they can serve multiple purposes at once—pedestrian refuge, gateway definition, and visual narrowing—while remaining adaptable through phased or pilot installations that respect maintenance and winter operations.

Materials & Applications

Permanent Installations:

- Concrete curb and gutter
- Concrete pavement
- Concrete curb ramps
- Signage, striping, and markings per MUTCD

Temporary Installations:

- Vertical delineators (36" flex posts or similar)
- Modular curbs
- Signage, striping, and markings per MUTCD

Temporary Tip:

Median islands are often piloted using modular curbing, posts, and paint to test access management and pedestrian refuge locations. Cities across the country have used temporary medians to evaluate turning restrictions, crossing comfort, and traffic flow before permanent installation.

Pilots help identify whether medians improve safety without causing unintended diversion or access challenges. Adjustments to island length, placement, or pedestrian openings are commonly informed by pilot observations.

In Durango, temporary median islands can allow the City to test safety improvements on wider or higher-volume streets while remaining adaptable to maintenance and winter conditions.

Photo 38. Pilot median island using paint and flexible posts.



Source: Portland, OR.

Lane Conversions/Road Diets

Lane conversions, often called road diets, reallocate existing roadway space by reducing the number of travel lanes and repurposing space for safety and multimodal uses.

Photo 39. Santa Fe Drive road diet and street scape enhancements, Denver, CO

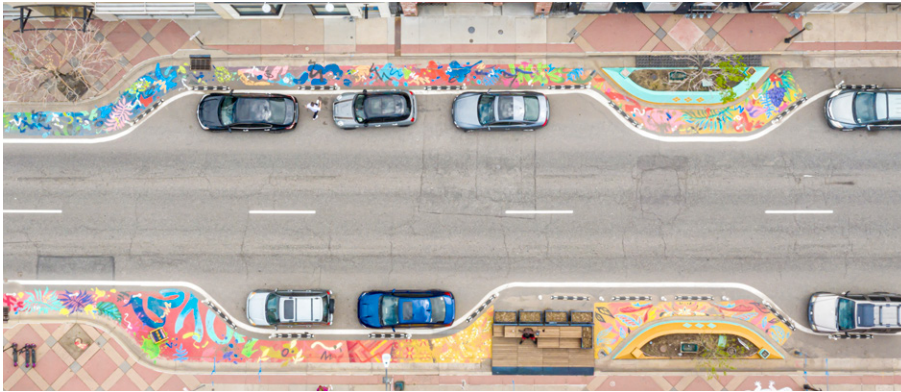


Photo 40. Four- to three-lane conversion on Main St, Durango



Site Considerations

Road diets are typically considered on arterials and collectors with an ADT of 25,000 or less and where there is a need for pedestrian, cyclist, accessibility improvements, or safety concerns or a crash history.

Road diets typically include reducing the width of a travel lane to 10- or 11-feet in addition to removing a through lane or a parking lane, which creates space for the addition of bike lanes, parking, pedestrian refuge islands, and other roadway features that improve safety.

A typical situation is a 4-to-3 lane conversion with one travel lane in each direction and a new center two-way left-turn lane. The information on pages 44-46 show three configurations that represent common and proven ways to reassign space on a 4-lane undivided corridor. Configuration selection and modification should be based on land use context, user demand, right-of-way width, and long-term corridor goals.

Design & Implementation

Road diets are most effective when applied corridor-wide.

Design should incorporate proven safety countermeasure that aim to reduce crash frequency and severity when safety is of concern.

When implemented through restriping they are typically a more cost-effective solution than full roadway reconstruction, particularly when paired with a resurfacing project.

Operational analysis of turning movements and signals is required during planning or design.

Why This Works

Durango's roadway network includes corridors where existing lane configurations encourage speeding without improving mobility. Lane conversions allow the City to rebalance street space using restriping rather than reconstruction, improving safety and supporting walking and biking while maintaining access for local traffic. Their flexibility makes them well suited for testing, phasing, and integration with resurfacing projects.

Materials & Applications

Permanent Installations:

- Concrete curb and gutter
- Concrete curb ramps
- Signage, striping, and markings per MUTCD

Temporary Installations:

- Vertical delineators (36" flex posts or similar)
- Modular curbs
- Signage, striping, and markings per MUTCD

Temporary Tip:

Lane conversions are frequently piloted through restriping, temporary delineators, and flexible posts, often timed with resurfacing or seasonal striping changes. The City of Grand Junction, Colorado, and many more communities have used pilot road diets to evaluate traffic operations, speed changes, and community response before making changes permanent.

Pilots provide valuable insight into how traffic redistributes, whether turning movements function as expected, and how people walking and biking use the reclaimed space. Adjustments during the Install step often include refining lane widths, signal timing, or adding targeted physical elements.

For Durango, temporary lane conversions offer a cost-effective way to rebalance street space, test multimodal improvements, and build public understanding before committing to long-term changes.

Photo 41. Rendering of road diet on Geoglein Gulch Rd



Configuration A: 4-to-3 Conversion with Buffered or Protected Bike Lanes

Typical Reallocation

- 1 general purpose travel lane per direction
- Center two-way left-turn lane
- Buffered or protected bike lane on each side

Planning Considerations

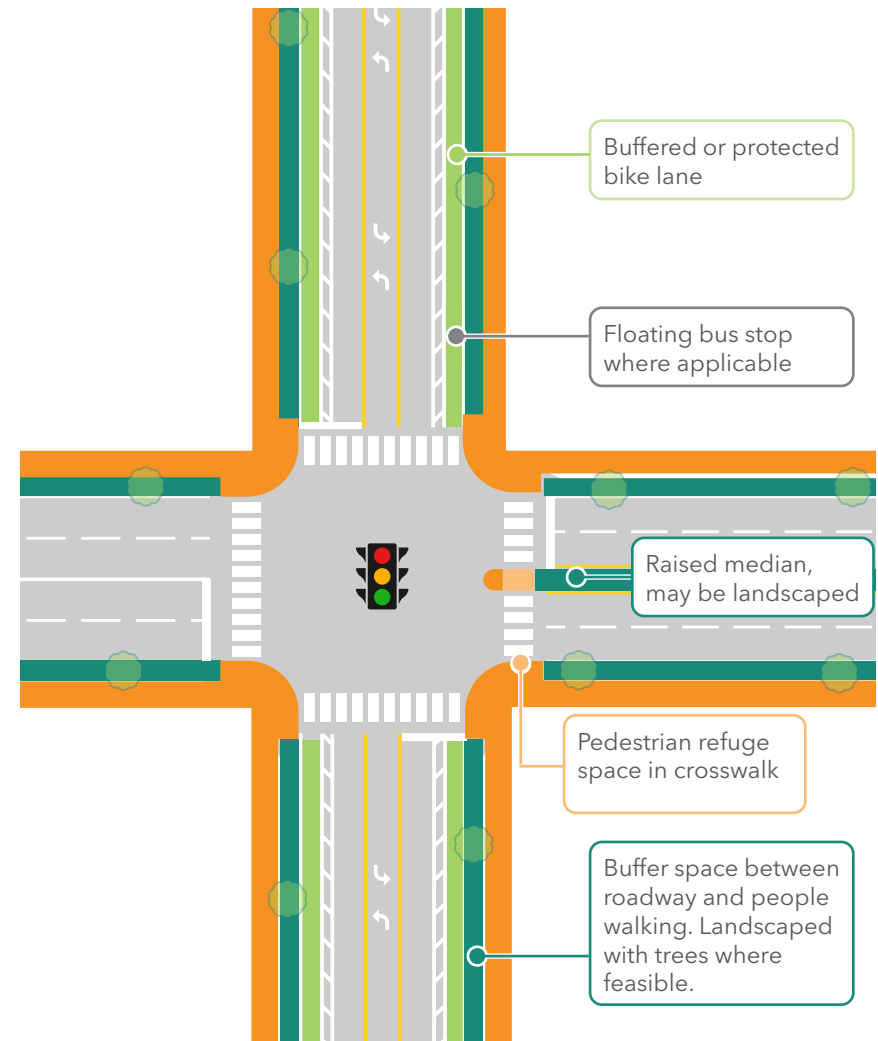
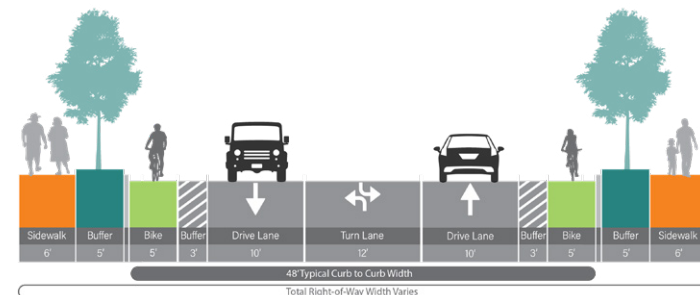
- Best suited for corridors with moderate to high cyclist demand, frequent driveways, and a desire to improve predictability for all roadway users.
- Buffered or protected bike lanes provide visible separation while maintaining operational flexibility.
- Works well where curbside access and on-street parking are better served out of ROW or from crossing streets.

Design Considerations

- Lane widths matter: Target 10' travel lanes to reinforce lower speeds.
- Bike lane buffers should be wide enough (1.5' minimum) to reduce dooring and encroachment, especially near parking or high-turnover commercial uses.
- Use vertical elements (flex posts or delineators) to create a protected bike lane in higher-stress segments or near intersections.
- Verify drainage inlets, utilities, and pavement condition are addressed so bike lanes remain usable year-round.

Intersection & Crossing Considerations

- Provide bike lane continuity through intersections using green conflict markings where turning volumes are moderate to high.
- Left-turn pockets should be clearly defined within the center lane to prevent queuing.
- Pedestrian crossings benefit from reduced crossing distance; consider pairing with curb extensions or median refuge islands where feasible
- Signal timing may require adjustment or bike signals to accommodate fewer through lanes and improved yielding behavior.



Configuration B: 4-to-3 Conversion with Raised or Separated Cycle Track

Typical Reallocation

- 1 general purpose travel lane per direction
- Center two-way left-turn lane
- One-way or two-way cycle track separated from traffic

Planning Considerations

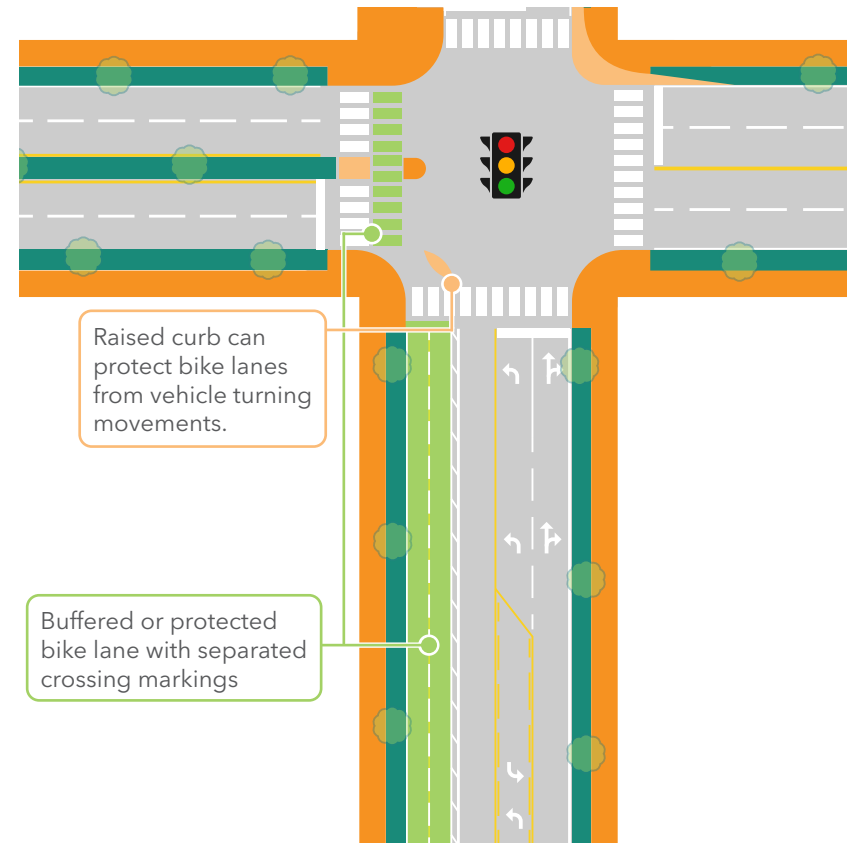
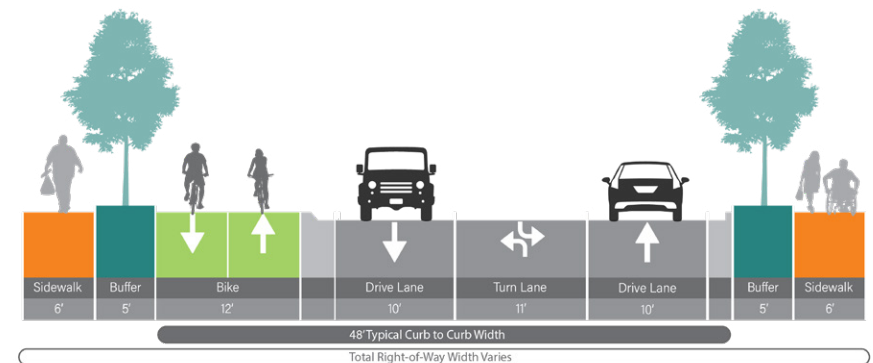
- Appropriate on corridors identified as primary bike routes, trail connections, or downtown connectors.
- Most effective where long-term plans prioritize biking as a core transportation mode.
- Requires early coordination with maintenance, snow operations, and emergency services.

Design Considerations

- Physical separation may include curb, vertical delineation, or placing the cycle track at sidewalk level.
- Clear separation at intersections is critical; ambiguous designs reduce safety benefits.
- Manage driveway crossings carefully with clear sight lines and consistent markings.
- Buffer widths and materials should discourage vehicle encroachment while remaining mountable where necessary for emergency access.

Intersection & Crossing Considerations

- Intersections are the highest-risk locations and should be designed intentionally, not treated as standard bike lanes.
- Use protected intersection elements, setback crossings, or clear mixing zones depending on turning volumes.
- Signalized intersections for a two-way cycle track will require bike signal phases. one-way cycle tracks may require bike signal phases or leading intervals depending on turning volumes.
- Pedestrian crossings should align with the cycle track geometry to minimize unexpected conflicts.



Configuration C: 4-to-3 Conversion with Shared-Use Path

Typical Reallocation

- 1 travel lane per direction
- Center two-way left-turn lane
- Shared-use path on one or both sides of the corridor

Planning Considerations

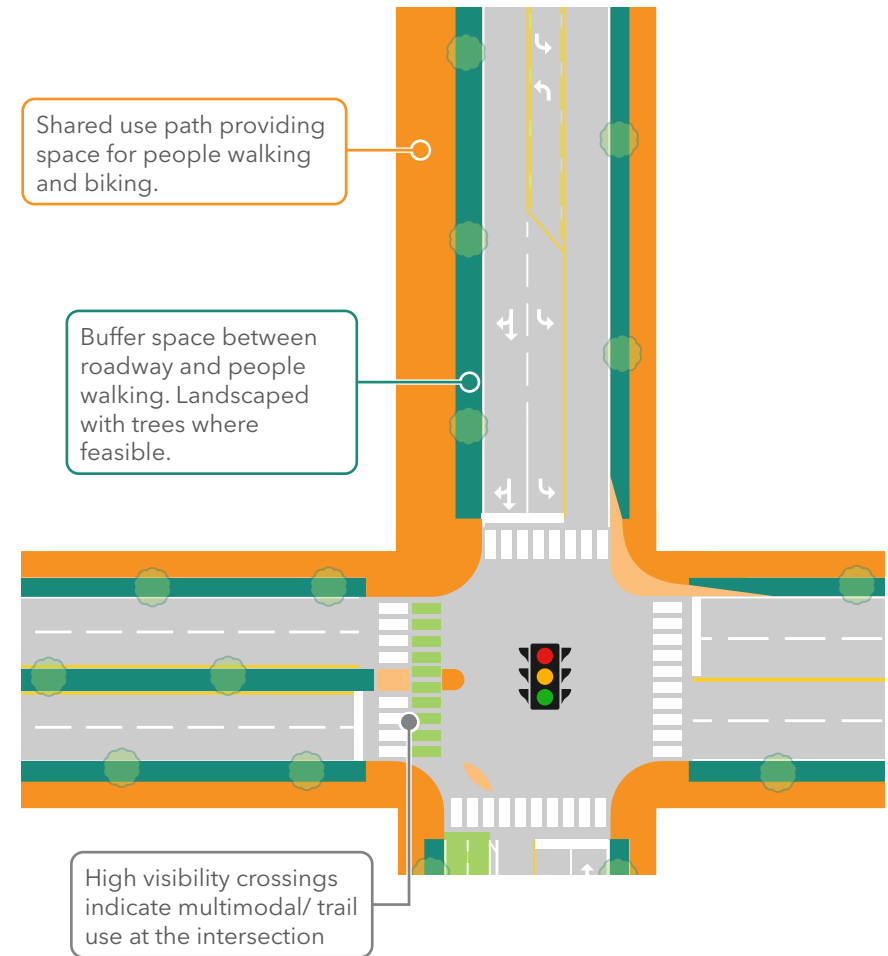
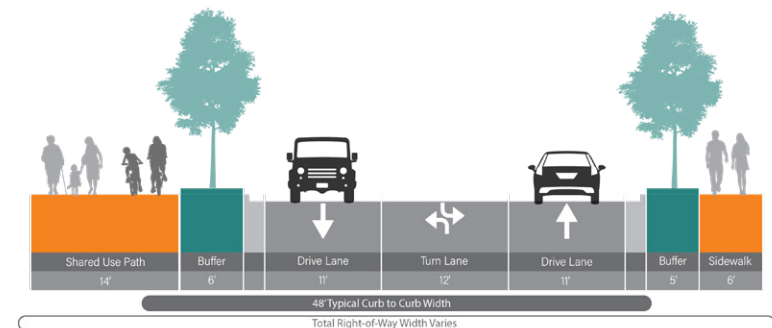
- Most appropriate where the corridor connects to an existing trail network, river corridor, or regional path.
- Works well in areas with high pedestrian demand, recreational use, or seasonal tourism.

Design Considerations

- Shared-use paths should be wide enough (8' minimum; 12' preferred) to accommodate bi-directional travel and mixed user types.
- Clear delineation at driveway crossings is essential to maintain priority and visibility.
- Landscaping and buffers can enhance comfort but should not compromise sight lines.
- Wayfinding and pavement markings help manage interactions between pedestrians and bicyclists.

Intersection & Crossing Considerations

- Crossings should be designed as trail crossings, not simply sidewalk extensions.
- High-visibility markings, median refuge islands, and advance warning signage are critical.
- At signalized intersections, provide clear indication of who has priority and when.
- Consider raised crossings or entry treatments to reinforce yielding behavior.



Executing the Process

By following the Identify → Plan → Prepare → Install → Evaluate → Advance framework, the City establishes that every speed management project is transparent, data-driven, and community-supported—laying the groundwork for safer, slower, and more livable streets citywide.

Working with Partners

Partnerships are essential to the success of any speed management pilot program. Because these projects often touch multiple aspects of daily life, including mobility, access, safety, and livability, they require the participation and buy-in of a diverse group of partners. Partners bring unique perspectives to the process. For example, residents and businesses share lived experiences and local knowledge, while City departments provide technical expertise and oversight.

External agency partners, such as schools, regional governments, counties, and transit agencies, bring specific knowledge and resources. Neighborhood and advocacy groups, on the other hand, offer broader perspectives that can lead to key feedback and support. By engaging these voices at the right level, the City can advance pilot projects that are well-designed, context-sensitive, and grounded in both community priorities and technical feasibility.

The location, scale, and type of the corridor will influence which partners are invited to participate in the process. Pilots on local corridors will require more involvement from neighborhoods and adjacent property owners. In contrast, projects on higher volume streets, such as collectors and arterials, may necessitate greater collaboration with other agencies and community interest or advocacy organizations.

The Step of the pilot project will also impact the type of involvement required from various partners, as not all partners need to be equally involved in every step. Instead, their inclusion should be tailored to where their input or responsibilities are most impactful. For example, adjacent property owners and residents may require significant engagement during the design and installation process on local streets. At the same time, agency stakeholders, such as the County or Colorado Department of Transportation, may be crucial for arterial projects.

Key considerations for working with partners include incorporating equity in decision-making, managing expectations about what pilots can achieve, and providing clear communication channels so partners and the community understand how their input will shape decisions.

This structured approach helps maintain transparency, reduce conflict, and build momentum for broader speed management initiatives.



In 2024, the City of Durango approved a permit allowing Bike Durango to demonstrate the safety and comfort benefits of separated bike lanes using wave delineators along East 2nd Avenue between 14th and 15th Streets. The project exemplified strong collaboration among the City, Bike Durango, and community partners, who worked together to test solutions in a real-world setting.

Figure 9. Partner Roles and Applicable Areas

Partner	Process Roles	Applicable Corridor Type		
		Local	Collector	Arterial
City Departments	<ul style="list-style-type: none"> – Provide technical design review, policy alignment, and approvals. – Confirm consistency with citywide plans and emergency response needs. – Manage construction/temporary devices, signage, and enforcement. – Coordinate across agencies to minimize disruption. – Collect speed, crash, and compliance data. – Evaluate safety and operational performance. 	✓	✓	✓
Agency Stakeholders	<ul style="list-style-type: none"> – Review for jurisdictional compliance. – Provide applicable supporting data. – Support with funding or staff resources. – Coordinate on projects where interest exists (school, bus stop, ROW ownership, etc.) 	✓	✓	✓
Adjacent Property Owners/Businesses	<ul style="list-style-type: none"> – Provide input on access, parking, and deliveries. – Help identify site-specific constraints. – Share signage/communication with patrons or tenants. – Report access, parking, or operations impacts. – Document observed responses to changes. 	✓	✓	✓
Neighborhood Associations	<ul style="list-style-type: none"> – Provide context on daily travel and neighborhood needs. – Identify problem areas and support equitable site selection. – Disseminate information, recruit volunteers, support outreach. – Collect neighborhood-wide feedback. 	✓	✓	⊘
General Public within the Defined Project Area	<ul style="list-style-type: none"> – Identify problem areas through surveys, requests, or meetings. – Participate in temporary pilots. – Share feedback on comfort and safety during pilots. – Report user experience and safety observations. – Respond to before/after surveys. 	⊘	✓	✓
Community Interest/ Advocacy Organizations	<ul style="list-style-type: none"> – Support awareness campaigns, volunteer setup, or event programming. – Help communicate benefits broadly. – Provide third-party perspective linking outcomes to policy goals. 	⊘	✓	✓

Partner Engagement: ✓ Expected ✓ May Be Applicable ⊘ Not Anticipated

Speed Management Pilots: Process Checklist

1. Identify (Weeks 1-4)

- ☐ Application received
- ☐ Eligibility confirmed
- ☐ Project ID assigned
- ☐ Problem defined
- ☐ Context + constraints reviewed
- ☐ Stakeholders identified
- ☐ Initial community coordination complete

2. Plan (Weeks 5-9)

- ☐ Pilot concept selected
- ☐ Evaluation metrics defined
- ☐ Installation + removal plans drafted

3. Prepare (Weeks 10-16)

- ☐ Permits and approvals secured
- ☐ Traffic control coordinated
- ☐ Data collection ready
- ☐ Outreach materials distributed

4. Install (Pilot Duration)

- ☐ Pilot installed
- ☐ Documentation completed
- ☐ Adjustments tracked

5. Evaluate (During + Post-Pilot)

- ☐ Data collected
- ☐ Before/during comparison complete
- ☐ Community feedback summarized

6. Advance (Up to 3 Weeks)

- ☐ Lessons learned documented
- ☐ Recommendation made
- ☐ Next steps identified

Speed Management Pilots: Minimum Criteria Score Sheet

Assign one point for each yes response. Total score must be 5 or more to move forward to Step 2.

Metric	Description	Response	Score
Vehicle Speeds	<ul style="list-style-type: none"> 50th percentile vehicle speed, or median speed, is the speed at or below which 50% of drivers travel, representing the middle of the speed distribution. The 95th percentile vehicle speed represents the speed at or below which 95% of drivers travel, often used to identify the top 5% of speeding drivers. 		
	50th Percentile – 50th percentile is 5 MPH or more above the posted speed limit.	Y/N	
	95th Percentile – 95th percentile is 15 MPH or more above the posted speed limit.	Y/N	
Traffic Volume to Capacity (V/C) Ratio	<ul style="list-style-type: none"> Low V/C ratio might indicate underutilized infrastructure or potentially excessive speeds. High V/C ratio signifies significant traffic congestion, increased accident risk, and reduced travel efficiency. 		
	Low – Less than 0.85	Y/N	
	High – Greater than 0.95	Y/N	
Pedestrian Delay	The time pedestrians wait to cross a street. Long delays increase unsafe, non-compliant behavior (e.g., crossing against signals).		
	Local/Collector – 30 seconds or longer	Y/N	
	Arterial – 60 seconds or longer	Y/N	
Roadway Width	The distance from curb ramp to curb ramp to cross a street.		
	Local/Collector – 36 feet or greater	Y/N	
	Arterial – 48 feet or greater	Y/N	
Accessibility	ADA-compliant infrastructure.		
	Curb Ramps, Detectible Warnings, Audible Pedestrian Signal (if applicable)	Y/N	
Crash Data	Analysis of the most recent 5 years of crash data to determine if there are patterns to distinguish between random crashes and systemic problems, allowing for targeted safety interventions.		
	Spatial: Clusters of crashes at specific intersections, curves, or road segments. Temporal: Trends relating to specific hours of the day (e.g., rush hour), days of the week, or seasonal changes. Attribute: Common factors like rear-end collisions, speed-related incidents, or violations (e.g., running a red light).	Y/N	
Land Uses	Is the location within 300' of any of the following land uses:		
	Schools, Parks, Civic Buildings (Town Hall, Library, Courthouse), Assisted Living/Senior Facilities, Hospitals, and/or Churches	Y/N	

RACI Matrix

A RACI matrix clarifies roles and responsibilities by defining who is responsible, accountable, consulted, and informed for each task, which reduces confusion, prevents overlap, and helps avoid bottlenecks. It streamlines communication by identifying who needs to be involved and when, supports faster decision-making by assigning clear accountability, and offers a structured view of workload so teams can plan, balance, and track project tasks more effectively.

Legend

- R = Responsible (does the work)
- A = Accountable (final owner of decision)
- C = Consulted (two-way input)
- I = Informed (one-way input)

Figure 10. RACI Matrix for Pilot Implementation

Task	Transportation	Public Works	Public Safety	Community Development	Sustainability	Financial Services	Information Technology	City Clerk's Office	Parks and Recreation	Community
Step 1: Identify										
1.1 Receive application; log; assign Project ID	A/R	I	I	I	I	I	C	I	I	I
1.2 Completeness check (required fields/attachments)	A/R	I	I	C	I	I	I	I	I	I
1.3 Jurisdiction + roadway eligibility screen	A	R	C	C	I	I	C	I	C	
1.4 Check conflicts with planned maintenance/capital work	R	A	C	C	I	C	I	I	C	
1.5 Intake acknowledgment + timeline to applicant	A/R	I	I	I	I	I	I	I	I	I
1.6 Advance / defer / decline decision	A	R	C	C	C	I	I	I	C	I
1.7 Clerk consultation if pilot needs agenda item / formal notice / approval	A	C	I	C	I	I	I	C	I	I
1.8 Define problem statement + pilot intent	A/R	C	C	C	C	I	I	I	C	C
1.9 Compile existing conditions (speed, volume, crashes, complaints)	A	C	C	I	I	I	C	I	I	I
1.10 Site visit: constraints scan (drainage, access, parking, snow, transit)	A	R	C	C	I	I	I	I	C	C
1.11 Identify stakeholders + affected destinations (parks/trails/library/etc.)	A/R	C	C	C	I	I	I	I	C	C
1.12 Confirm baseline community support (adjacent owners/area reps)	A/R	I	I	C	I	I	I	I	C	C
Step 2: Plan										
2.1 Identify and select pilot treatment(s) + concept footprint	A	R	C	C	I	I	I	I	C	C
2.2 Define duration and operating assumptions (deliveries, events, seasons)	A/R	C	I	C	I	I	I	I	C	I
2.3 Define evaluation questions + metrics (before/during/after)	A/R	C	C	I	I	I	C	I	I	I
2.4 Draft Installation Plan + Removal Plan	R	A/R	C	C	I	I	I	I	C	I
2.5 Identify "adjustment triggers" (safety/access thresholds)	A	R	C	I	I	I	I	I	I	I
2.6 Internal go/no-go to proceed to prep (resource check)	A	R	C	C	I	C	I	I	C	

Task		Transportation	Public Works	Public Safety	Community Development	Sustainability	Financial Services	Information Technology	City Clerk's Office	Parks and Recreation	Community
Step 3: Prepare											
3.1	Traffic control plan needs confirmed	C	A/R	C	I	I	I	I	I	I	I
3.2	Approvals/permits coordinated (as applicable)	A	R	C	C	I	I	I	C	C	
3.3	Emergency access coordination (turning, response routes)	C	R	A	I	I	I	I	I	I	
3.4	Materials procurement, staging, and storage	I	A/R	I	I	I	C	I	I	I	
3.5	Baseline "before" data collection	A/R	C	I	I	I	I	C	I	I	
3.6	Outreach notices; feedback channel live	A	C	I	I	I	I	C	I	C	I
3.7	Field documentation plan (photos/video/logs/templates)	A/R	C	I	I	I	I	C	I	I	
3.8	Parks & Rec coordination if adjacent to parks/trails/event-heavy streets	C	I	I	I	I	I	I	I	R	
3.9	Final readiness check (crew scheduled, communications sent, safety reviewed)	A	R	C	I	I	I	I	I	I	
Step 4: Install											
4.1	Install pilot per plan	I	A/R	I	I	I	I	I	I	I	
4.2	Installation-day work-zone safety oversight	C	R	A/R	I	I	I	I	I	I	
4.3	Document installation + "as-built" condition	A/R	C	I	I	I	I	C	I	I	
4.4	Ongoing stewardship (touch-ups, device checks, sweeping)	I	A/R	I	I	I	I	I	I	I	
4.5	Implement minor adjustments (trigger-based)	A	R	C	I	I	I	I	I	I	I
4.6	Ongoing public-facing updates (what, why, duration, how to comment)	A/R	I	I	I	I	I	C	I	I	I
Step 5: Evaluate											
5.1	Collect "during" and "after" data	A/R	C	I	I	I	I	C	I	I	
5.2	Analyze impacts (before vs. during/after)	A/R	I	C	I	I	I	C	I	I	
5.3	Compile public feedback (survey + themes)	A	I	I	C	I	I	C	I	C	C
5.4	Staff debrief (what worked, what didn't, operations impacts)	A	R	C	C	I	I	I	I	C	
5.5	Draft evaluation summary (internal + public-ready)	A/R	C	C	C	I	I	C	I	I	I
Step 6: Advance											
6.1	Recommendation decision (remove / modify / expand / permanent)	A	R	C	C	I	I	I	I	C	I
6.2	Permanent concept considerations (if advancing)	A	R	C	C	I	C	I	I	C	I
6.3	Cost estimate + funding path (CIP/grants/ops)	C	C	I	I	I	A/R	I	I	I	I
6.4	Lessons learned entered into program library (standard updates)	A/R	C	C	C	I	I	C	I	C	
6.5	Publish wrap-up (results + next steps)	A/R	I	I	I	I	I	C	I	I	I
6.6	Archive project file (plans, photos, data, approvals)	A/R	C	I	I	I	I	C	I	I	