

Memorandum

Date: November 16, 2023

To: Devin King; City of Durango
Steve Pavlick, PE; PST Engineering

From: Fehr & Peers

Subject: **Junction Street Traffic Calming Design – Community Meeting #1 Summary**

UT23-2460

Overview

Fehr & Peers, together with the City of Durango and PST Engineering, held a community meeting at St. Paul's Lutheran Church (2611 Junction Street) on October 26th, 2023, at 5:00 PM. The goal of the meeting was to gather input from the community about existing challenges along Junction Street, between W. 3rd Ave and Dalla Mountain park, to be addressed as part of the current Junction Street Traffic Calming Project. 54 community members attended the meeting including residents and St. Paul's representatives.

The community meeting included a 15-minute presentation, a question and answer period, and several small-group discussions focused on gathering input regarding community members' hopes for the corridor. Supporting the discussion, a map of Junction Street and a Vision Board showing potential traffic calming measures or other street improvements were used as methods for collecting input. Through these materials, the attendees identified their concerns and expressed their preferences about potential traffic calming and overall design strategies.

This meeting will be followed by other opportunities for gathering input from the community, including a web-based survey and additional in-person meetings as the project progresses.

Input Summary

A summary of input gathered on October 26th is presented below.

Corridor-Wide Concerns

Meeting participants shared the following concerns for the extents of the corridor:



- Vehicle speeds are high, with southbound drivers continuing to treat the corridor as though it is a rural, county road and not a residential area
- There is a lack of marked crossings within the project area
- The walking and cycling connections to Dalla Mountain Park should be improved
- Walking and cycling connections to Miller Middle School should be improved, along with pick-up and drop-off operations
- Improvements must be designed with maintenance (irrigation, snow removal) effort in mind
- Multiple locations were identified as “major wildlife crossings”

Location-Specific Concerns

Meeting participants indicated the following location-specific concerns along the corridor.

W 3rd Ave – Miller Middle School

- Westbound-to-southbound left turns are affected by visibility of southbound traffic
- Need to provide designated cycling lanes, and possibly separated facilities
- Opposition to installing speed humps
- Vehicle speeds along the curved portion of Junction Street are high
- Need for speed feedback sign just past 3rd Avenue
- Provide better enforcement of school zone speeds, especially southbound vehicles
- Dangerous for driveway pullouts and 3rd Avenue turns due to high speed.
- Sidewalks need to be widened, particularly on the east side of the street

Adjacent to Miller Middle School

- The existing crosswalk is not perceived as adequate or safe
- The existing crosswalk would benefit from a rectangular rapid flashing beacon (RRFB)
- Shared lane markings (“sharrows”) are perceived as ineffective and unsafe
- A request was made for separated cycling facilities adjacent to the school
- Improved snow clearing near the church is needed

North of the Miller Middle School

- Community members recalled instances of drivers hitting trees in the area
- There are no marked crossings on this portion of the road aside from at Clovis Street
- Drivers in both directions need to drive more slowly around the curved portion of Junction Street
- The existing school zone should be extended northward



Clovis Drive / Junction Street Intersection

- Requests for, and opposition to the installation of an all-way stop sign at Clovis Drive / Junction Street
- The existing crossing would benefit from installation of an RRFB
- A miniature roundabout was requested at the intersection
- Shifting the existing crossing to the north leg of the intersection reduces potential conflicts between pedestrians and right-turning drivers, particularly when noting that right-turning drivers are often looking north for oncoming traffic

Corridor Vision Summary

In addition to asking community members to identify challenges along Junction Street, those at the meeting were asked to indicate their preferred traffic calming treatments that could be implemented as part of this project. A summary of community responses is presented below in **Table 1**. While all potential improvements received indications of support, the following results stood out:

- Most pedestrian improvements (comfortable crossings, RRFBs, wide sidewalks) were highly supported
- Street trees and miniature islands were the least supported measures among those presented
- Standard, painted cycling lanes were supported despite acknowledgement that they make Junction Street feel wider and might encourage speeding

Table 1: Junction Street Public Meeting #1 Feedback – Corridor Vision

Strategy	Support	Neutral	Opposed
<i>Bicycle Lanes</i>	15	1	-
<i>Multi-use path</i>	10	-	4
<i>Separated Cycle Lanes</i>	13	1	2
<i>Wide Sidewalks</i>	11	2	-
<i>Comfortable Pedestrian Crossings</i>	18	-	2
<i>RRFB</i>	17	4	3
<i>Curb Extensions</i>	13	4	7
<i>Street Trees</i>	6	4	6
<i>Miniature Roundabout/ Splitter Island</i>	9	1	4

Source: Fehr & Peers, 2023.