



City of Cañon City

US 50 Corridor Plan

Public Meeting

29 October 2014

entelechy

agenda



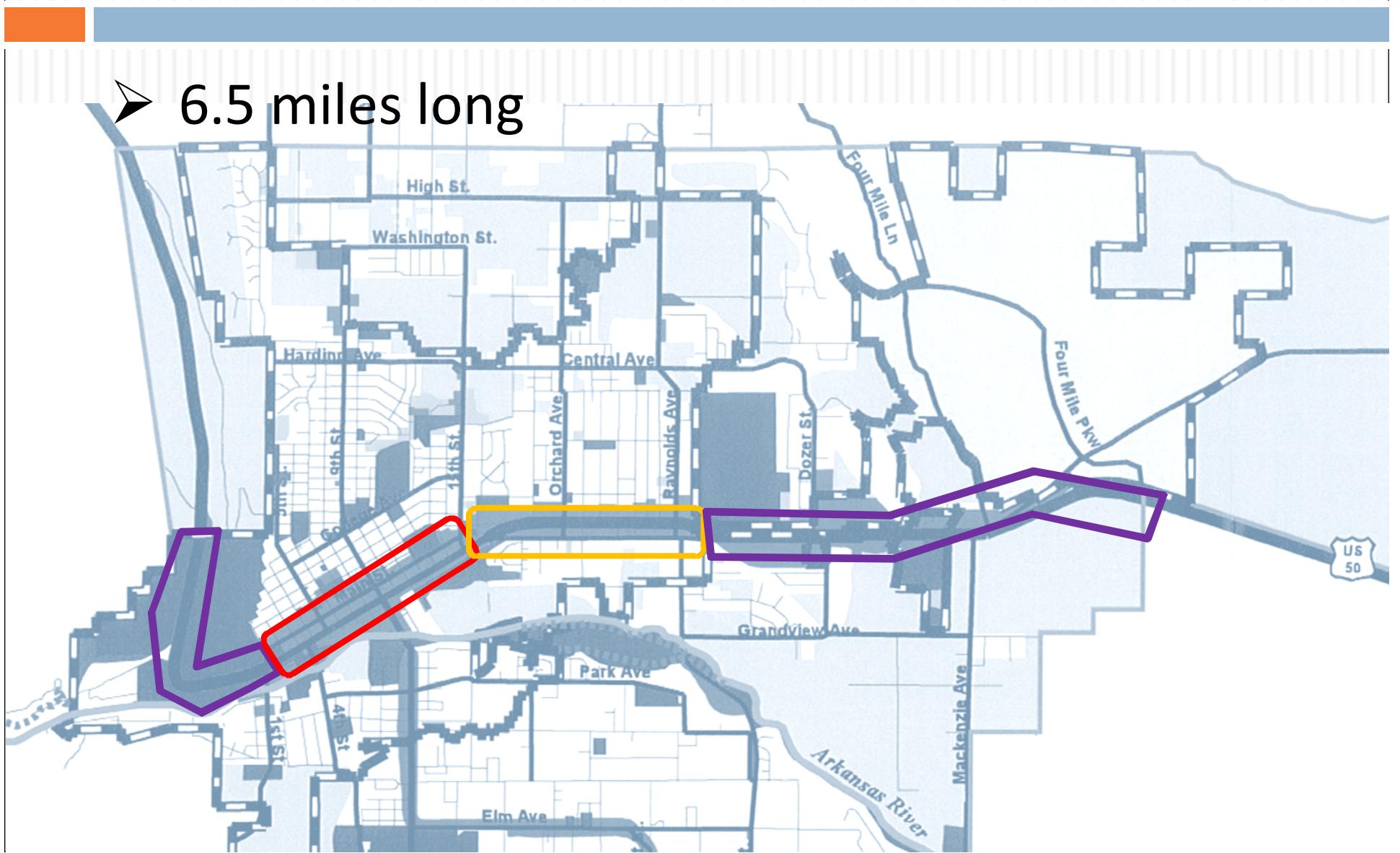
1. The Project
2. Analysis-Summary
3. The Big Ideas
 - The Big Idea
 - Economic Vitality
 - Mobility
 - Placemaking
4. Table Talk
5. Reporting Out



the project

- US50 / Royal Gorge Boulevard
- From east City limits to west City limits

the focus – the study area



the schedule

Four Phases

- Staff Meetings
- Stakeholder Meetings (property owners, business owners, CDOT, Council, Planning Commissioners)
- Public Meetings/Public Hearing
- Council Meeting



the focus – City goals

□ Goals of the plan:

- A. Improve the traveling experience
- B. Establish community identity
- C. Improve aesthetics
- D. Improve safety
- E. Improve connectivity to pedestrian pathways and bicycle facilities
- F. Improve street infrastructure and drainage facilities
- G. Improve development and re-development process
 - Allow appropriate design and zoning flexibility to promote the desired development
- H. Stimulate economic growth
 - Improve property values
- I. Cost effective solutions
 - Leverage cost of improvements

the focus

- Three Primary Components

Mobility

*Economic
Vitality*

Placemaking

the focus

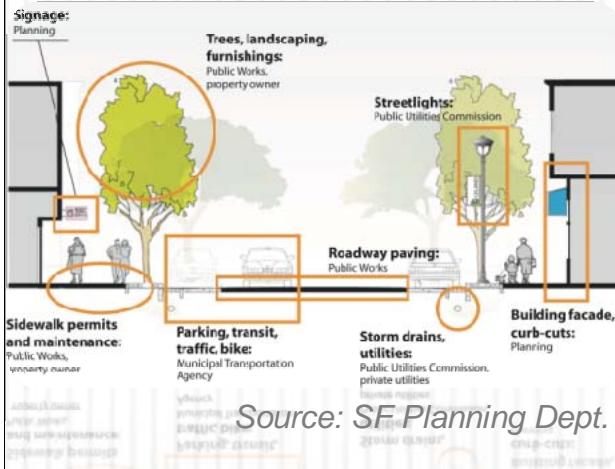
- Both Realms, Different Focus

- Public realm - 65%
- Private realm - 35%



the focus – corridor redevelopment

- Think of Hwy 50 as a means to an end
 - Any corridor includes both public & private realm
 - Public improvements *can and must* catalyze...
 - Private sector reinvestment & redevelopment



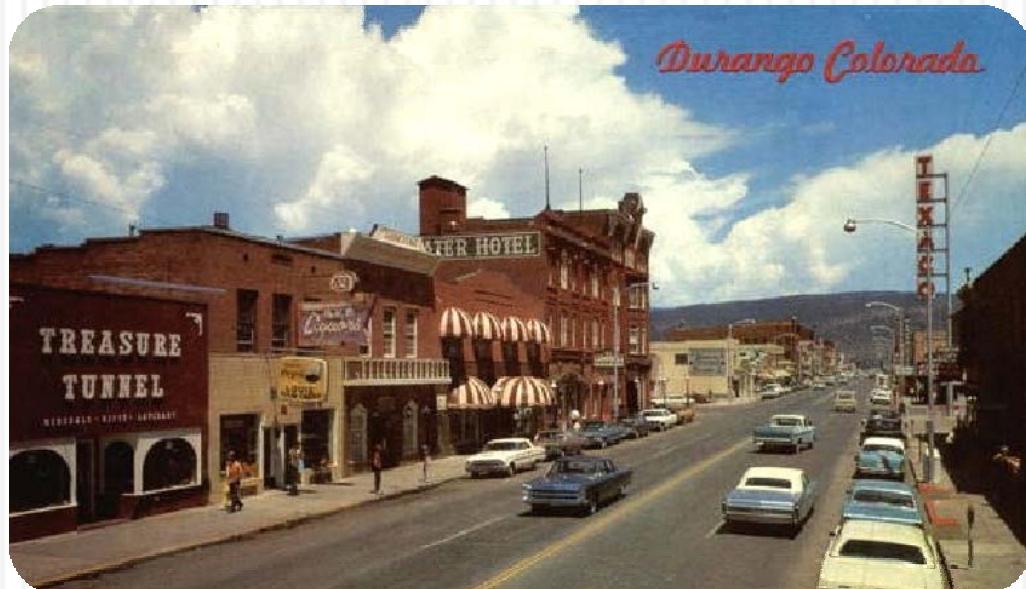
Source: Denver Public Works



Source: <http://blogs.westword.com/cafesociety>

the focus – principle of value creation

- Countless studies of this relationship
- Examples from communities of all sizes



Source: www.cardcow.com/220702

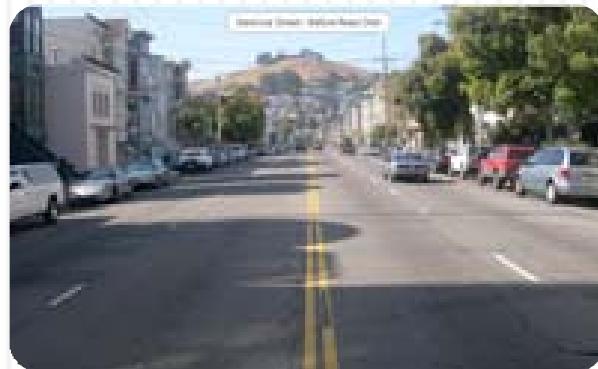


Source: www.fortlewis.edu

the focus – value creation and traffic

- Roads can create economic value *and* still move a lot of cars...

...streets move
people
...people travel
in many modes



Valencia St., San Francisco

the focus -

- **Complete Streets**
Comfort
Availability
Safety
Experience
- **Living Streets:**
 - Private Realm
 - Economic Development
 - Policies/Codes



the focus – value creation

- ❑ Two related principles to inform the plan
 - ❑ ROI for transportation infrastructure
 - ❑ Place-based economic development



the big ideas



re-vi-tal-ize

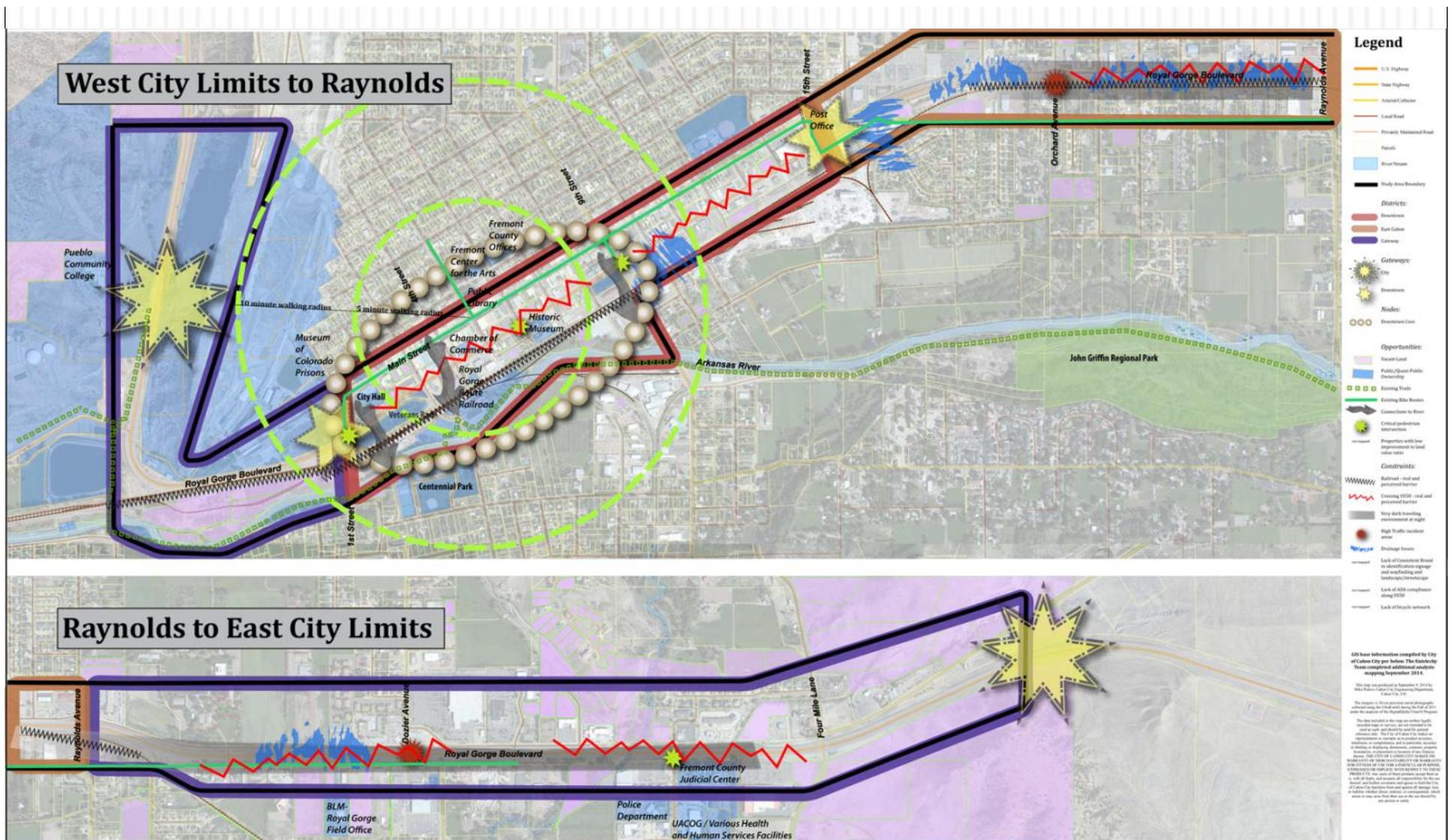
- verb

1. to give new life and vigor to



analysis

analysis – opps and constraints



analysis - city-wide visioning



- Process finished in February 2014
- City-wide focus
- Several Alternative Visions for the future of the community
- Preferred direction from that process:
 - *“Cañon City – Gateway to the Authentic West”*
- *Bring it to the US 50 Corridor level- what does that mean for Royal Gorge Boulevard?*

analysis - mobility

Pedestrians

- #1 priority
- Everyone is a pedestrian at some point in their journey
- Residents and visitors need to be able to navigate safely on foot



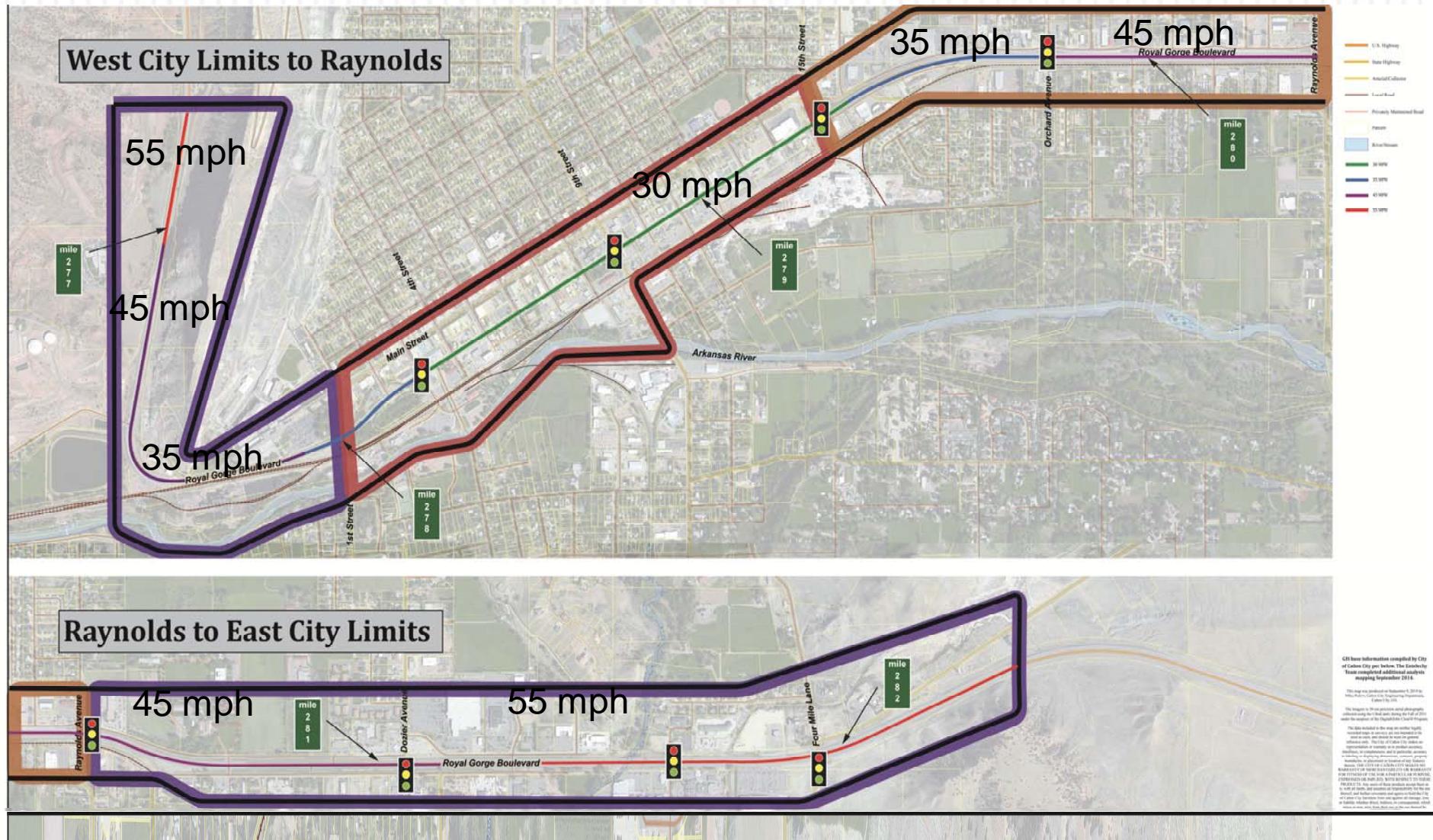
analysis - mobility

Bicyclists

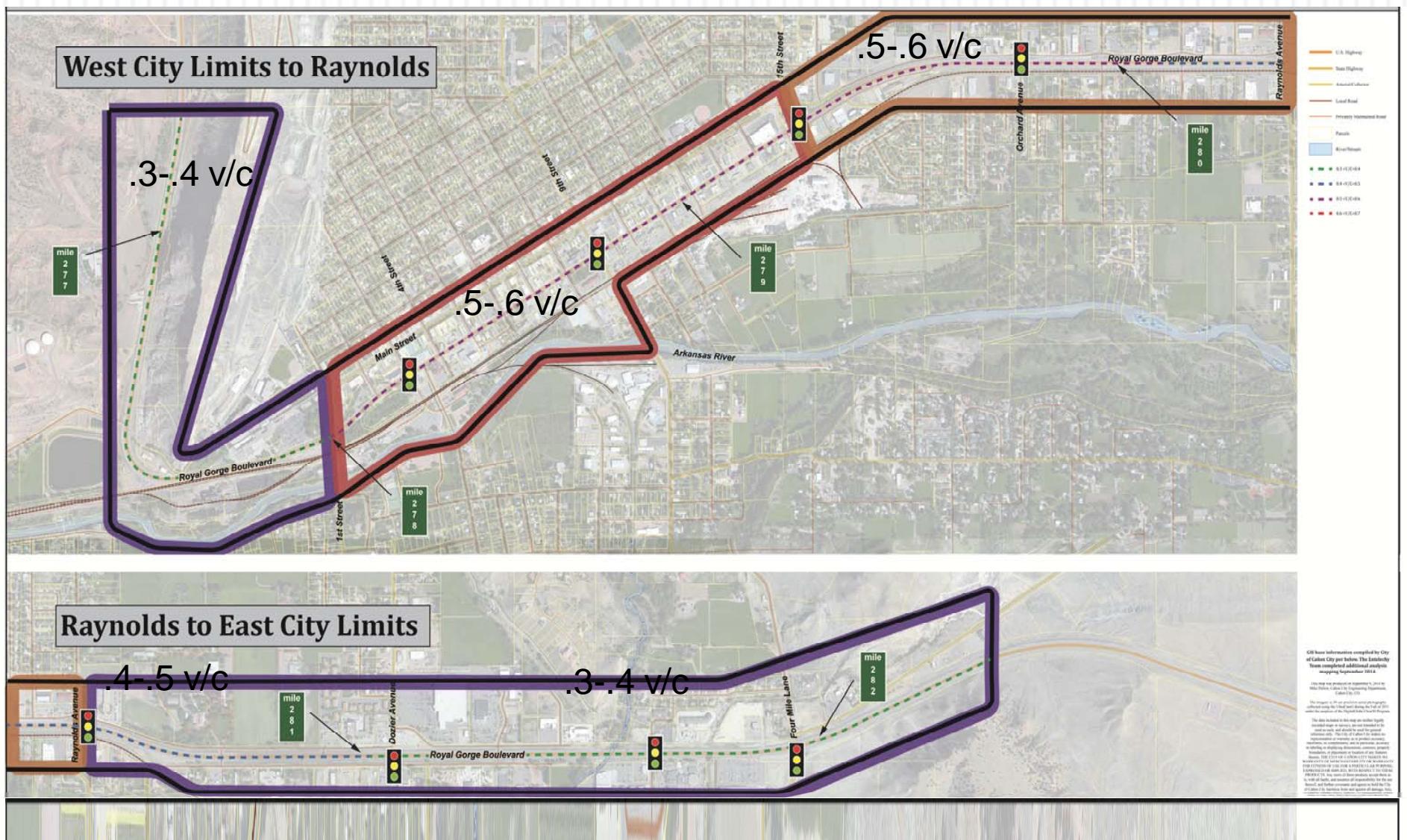
- 1-2 facilities
- On street with angled parking
- Plans for larger network



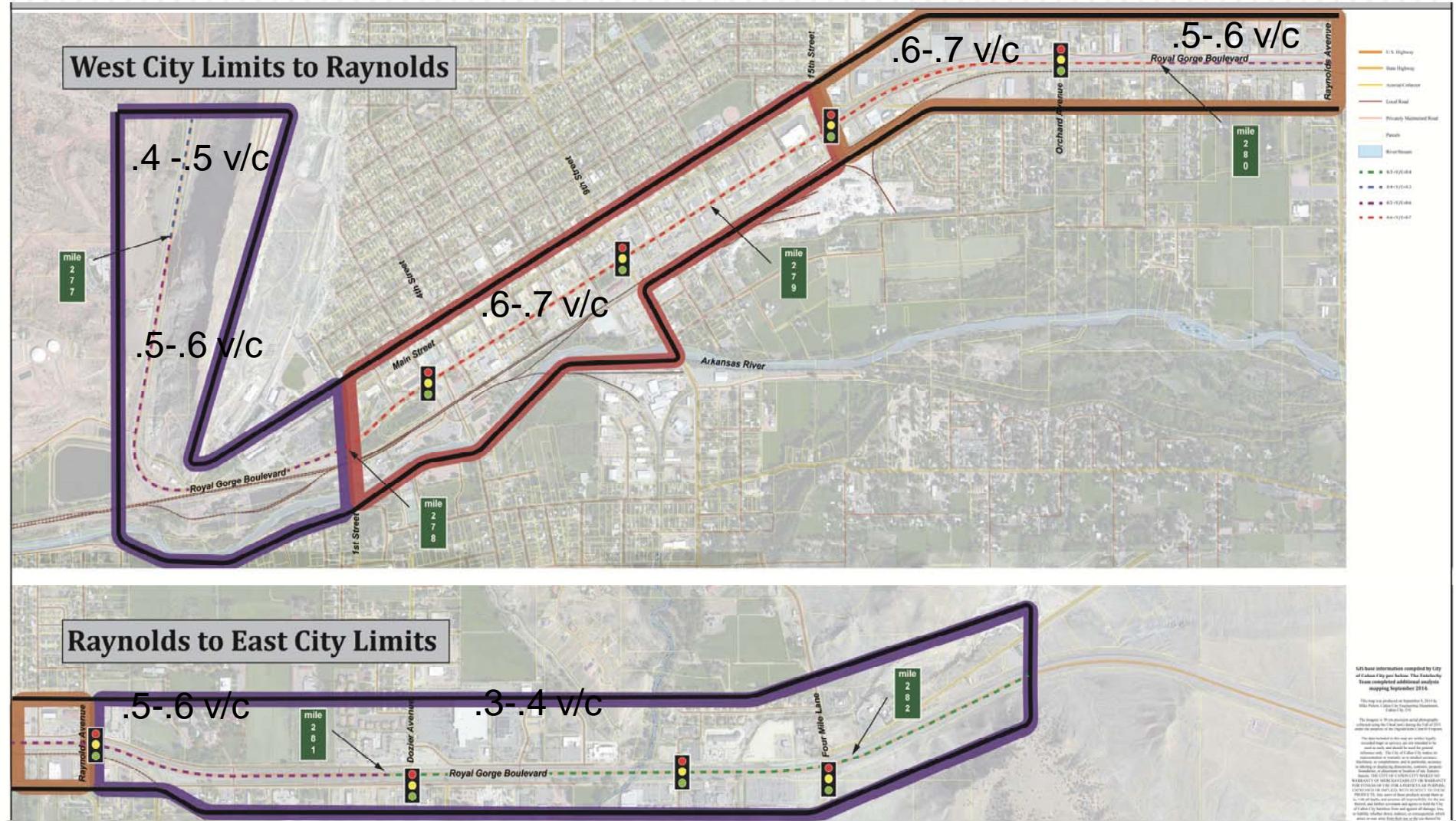
analysis – existing speed limits



analysis – existing volume to capacity (v/c) ratios



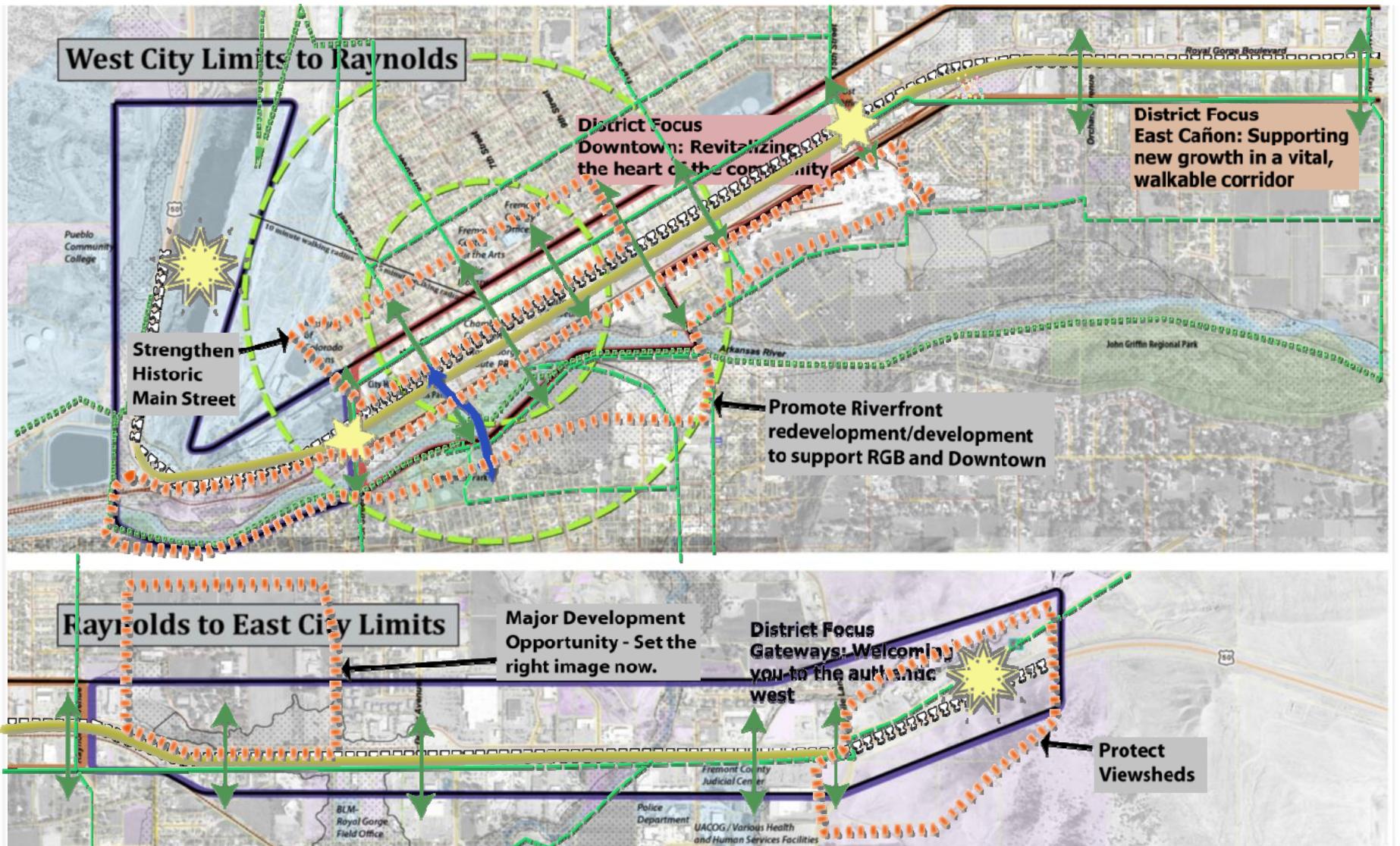
analysis – future volume to capacity (v/c) ratios (20 years from now)

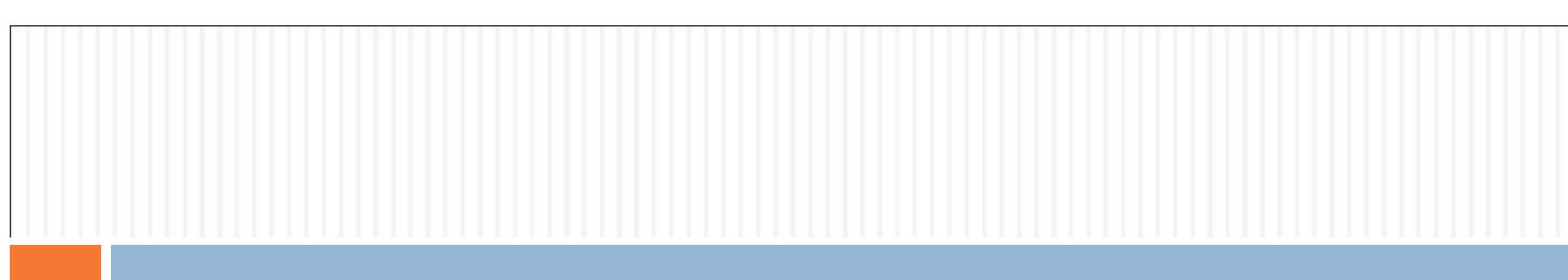




the big ideas

the big ideas





economic vitality

the big ideas

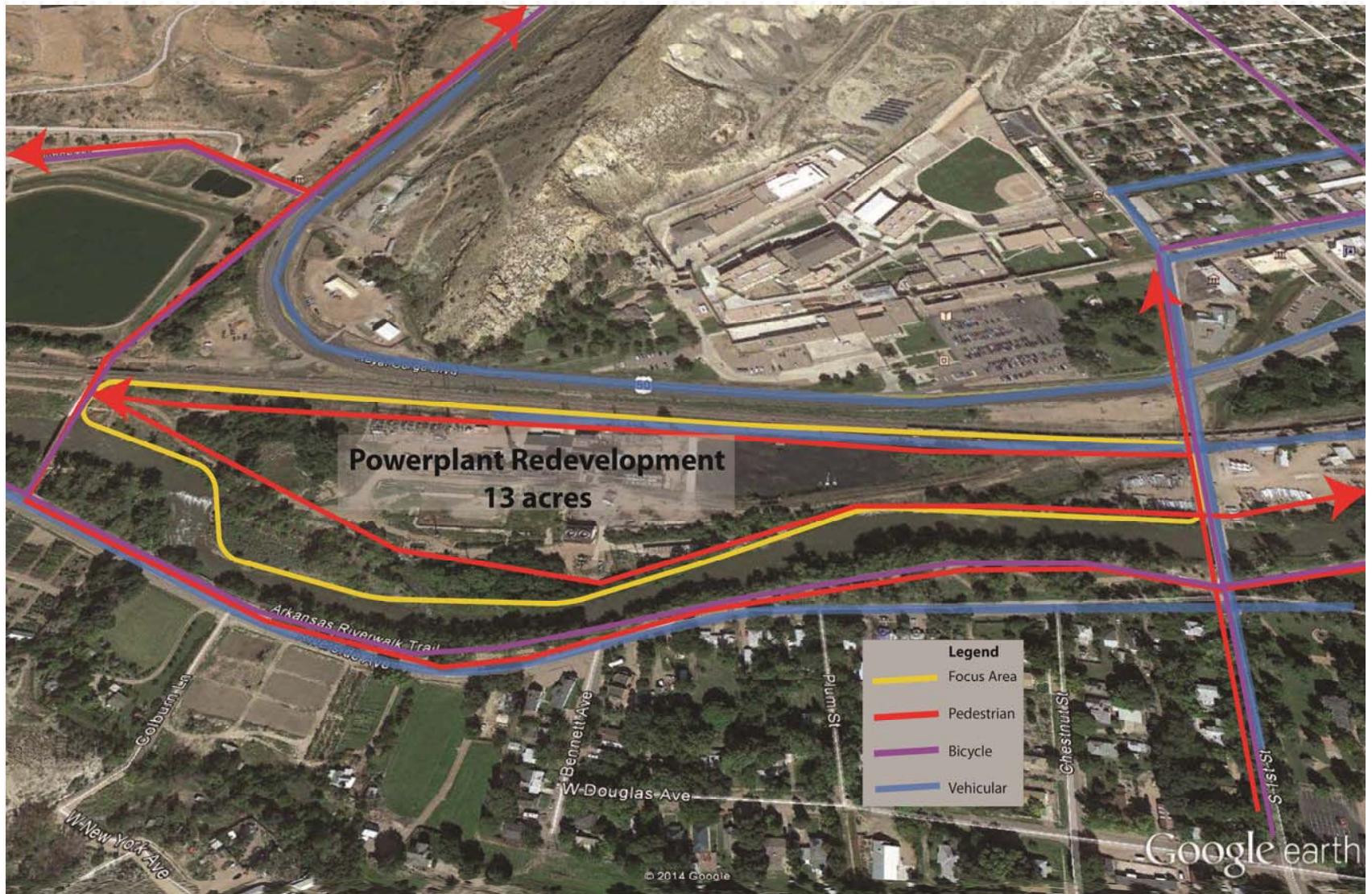
In 2001, the Comprehensive Plan described the importance of a successful downtown:

- A thriving downtown is a good recruitment tool for industry.
- Downtown enhancement stimulates the economy and adds jobs.
- Economically, everyone benefits from a healthy downtown.
- A viable downtown infrastructure is essential to economic development in the whole area.
- A better downtown can increase tourism.

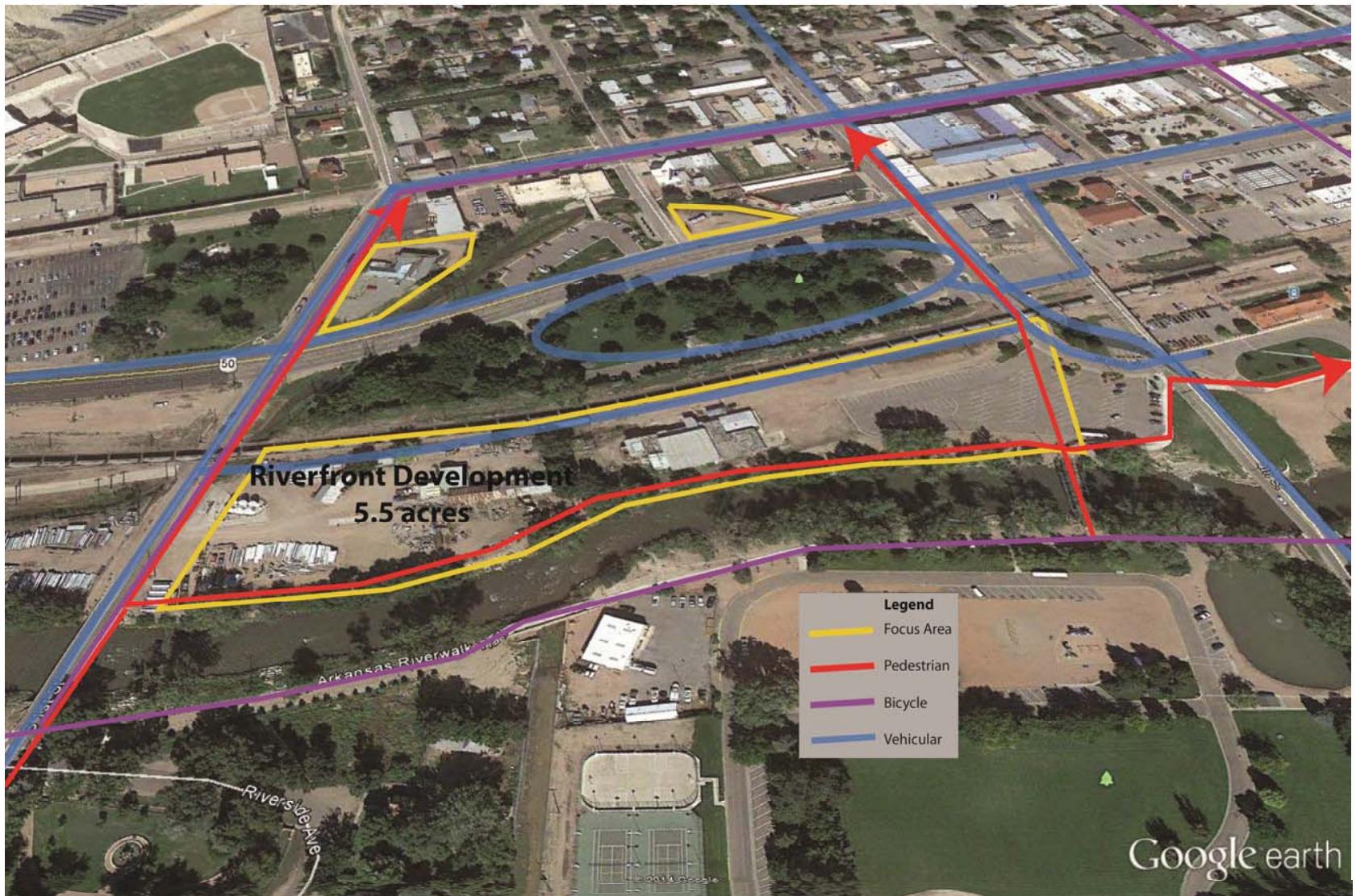
2012 Downtown Plan:

Downtown Cañon City's success is essential to the success of the entire community. Citizens have stated historically that a viable Downtown is important. The economic development and health of the entire community has been linked to the health and vitality of Downtown.

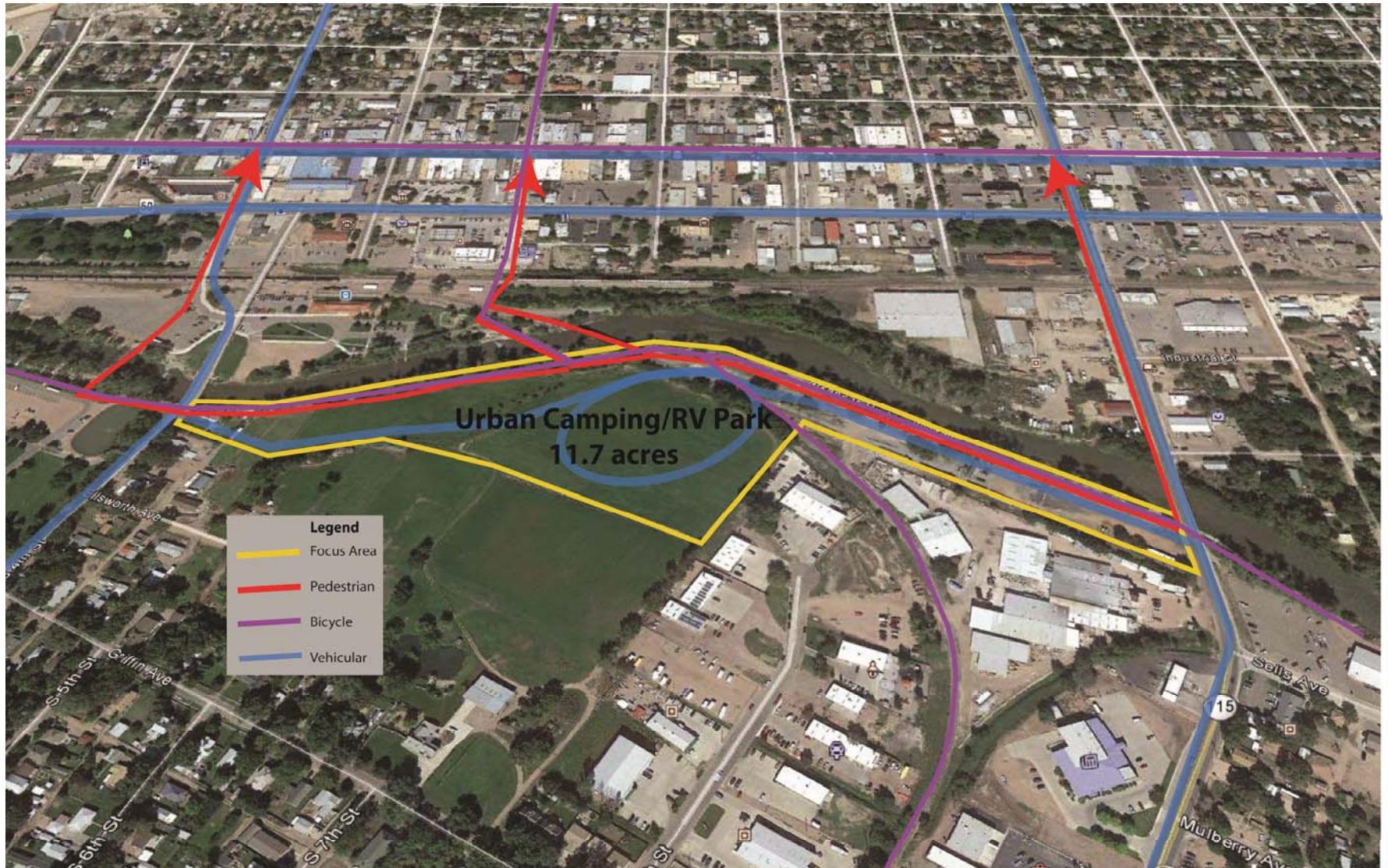
the big ideas



the big ideas



the big ideas



the big ideas

Those three sites =
~30.2 acres of
land

Case Study:

- Downtown Golden, CO - Clear Creek
- Between Maple and Ford streets, the Creek and one block = <31 acres

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mobility alternatives



net• work

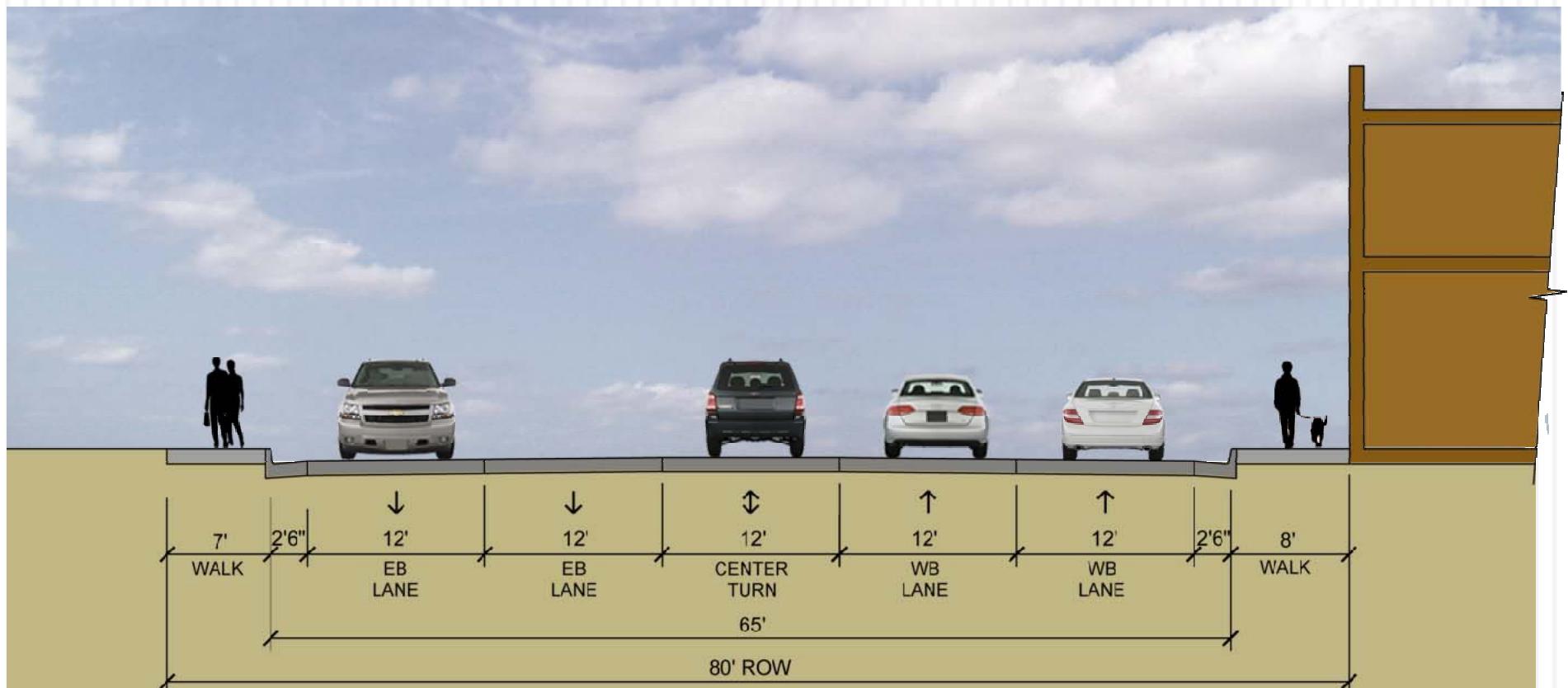
\'net-,wərk\

“a group or system of interconnected people or things”... “that work with each other”



downtown

downtown



80' ROW
ROYAL GORGE BOULEVARD
EXISTING CONDITION

alternatives: downtown

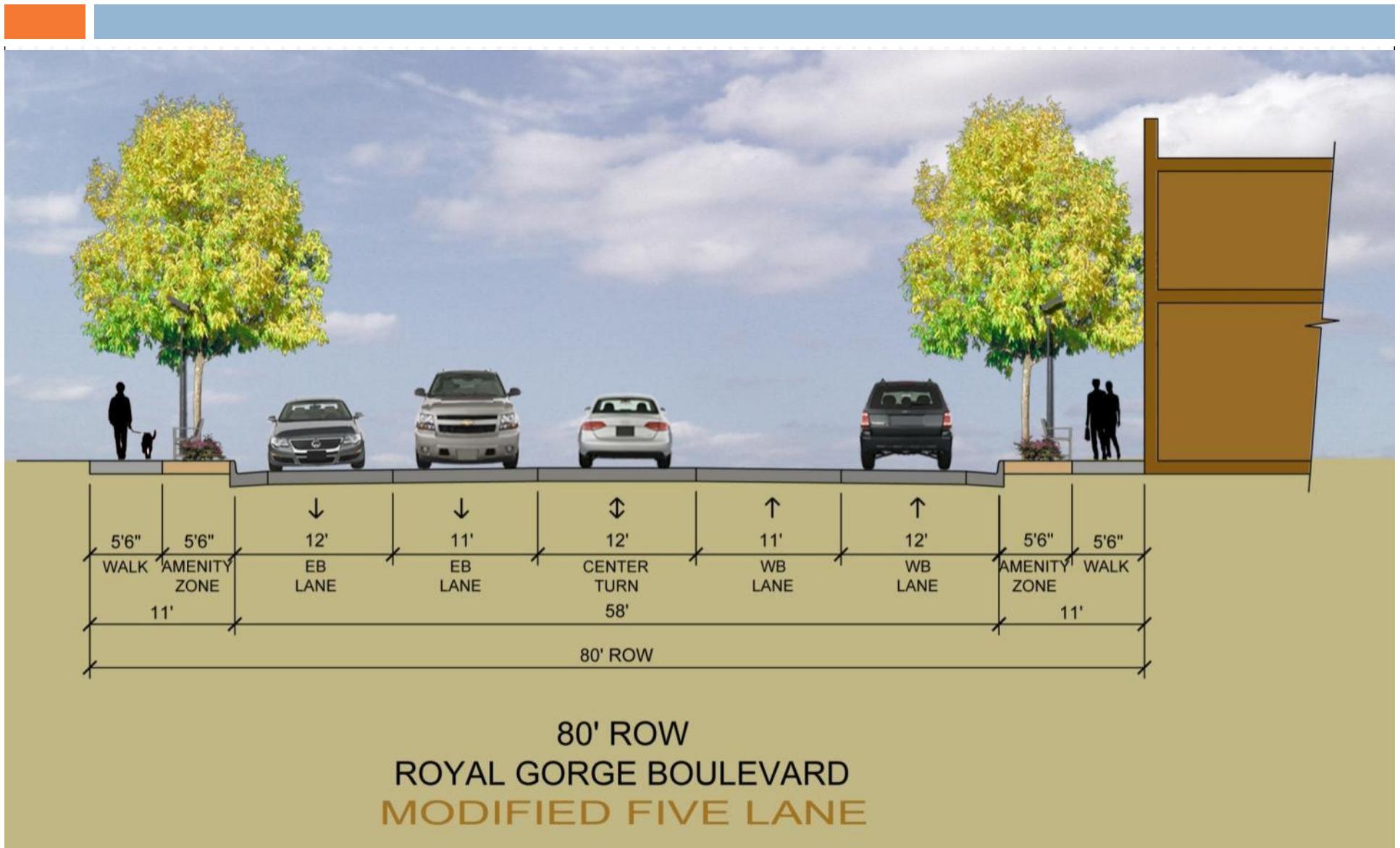
RGB:

- 5 Lanes Modified
- 3 Lanes with Parking on Both Sides
- 3 Lanes with Parking on South Side, Café Zone on North Side
- One-Way Couplet with Main Street

Main Street

- One-Way Couplet with RGB
- Main Street Modified

RGB: modified 5 lanes



RGB: modified 5 lanes



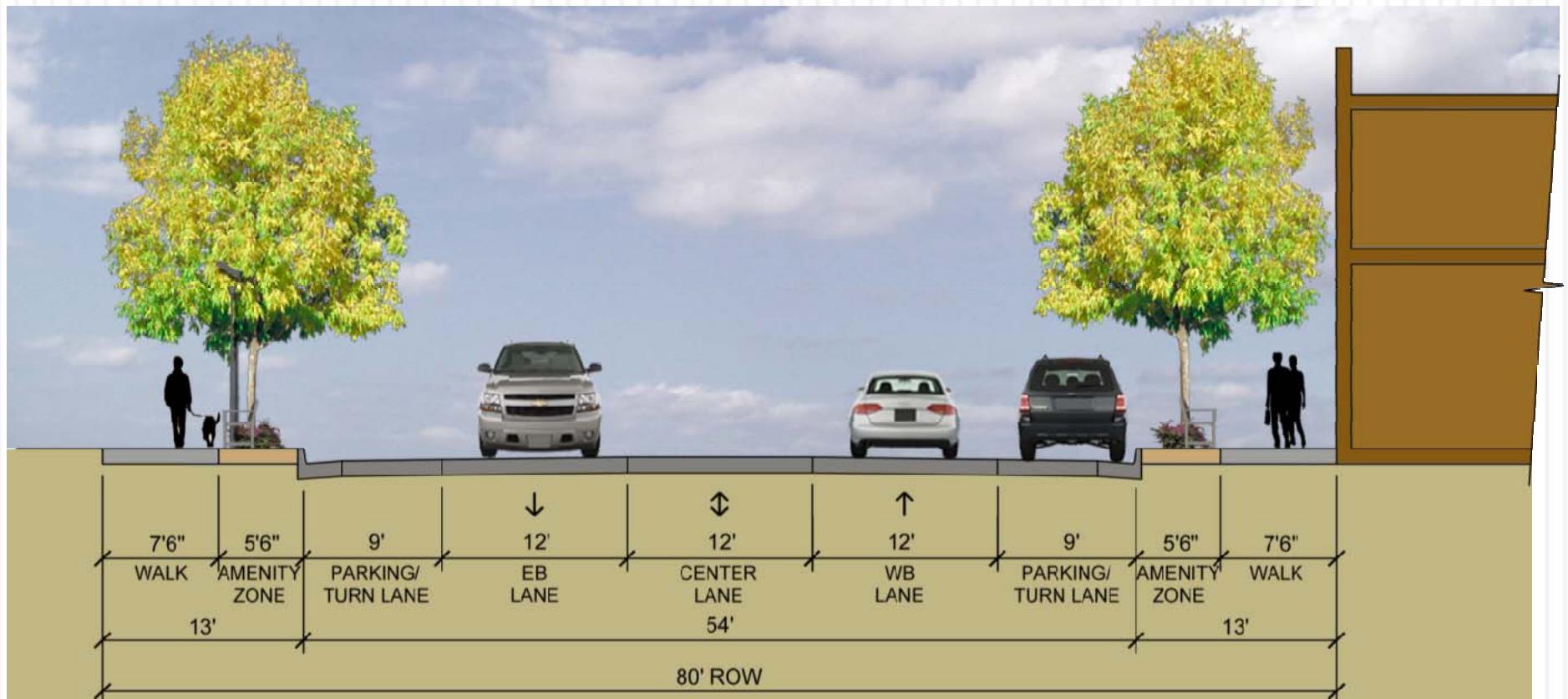
RBG: three lane alternatives



RBG: three lane alternatives



RBG: three lane alternatives

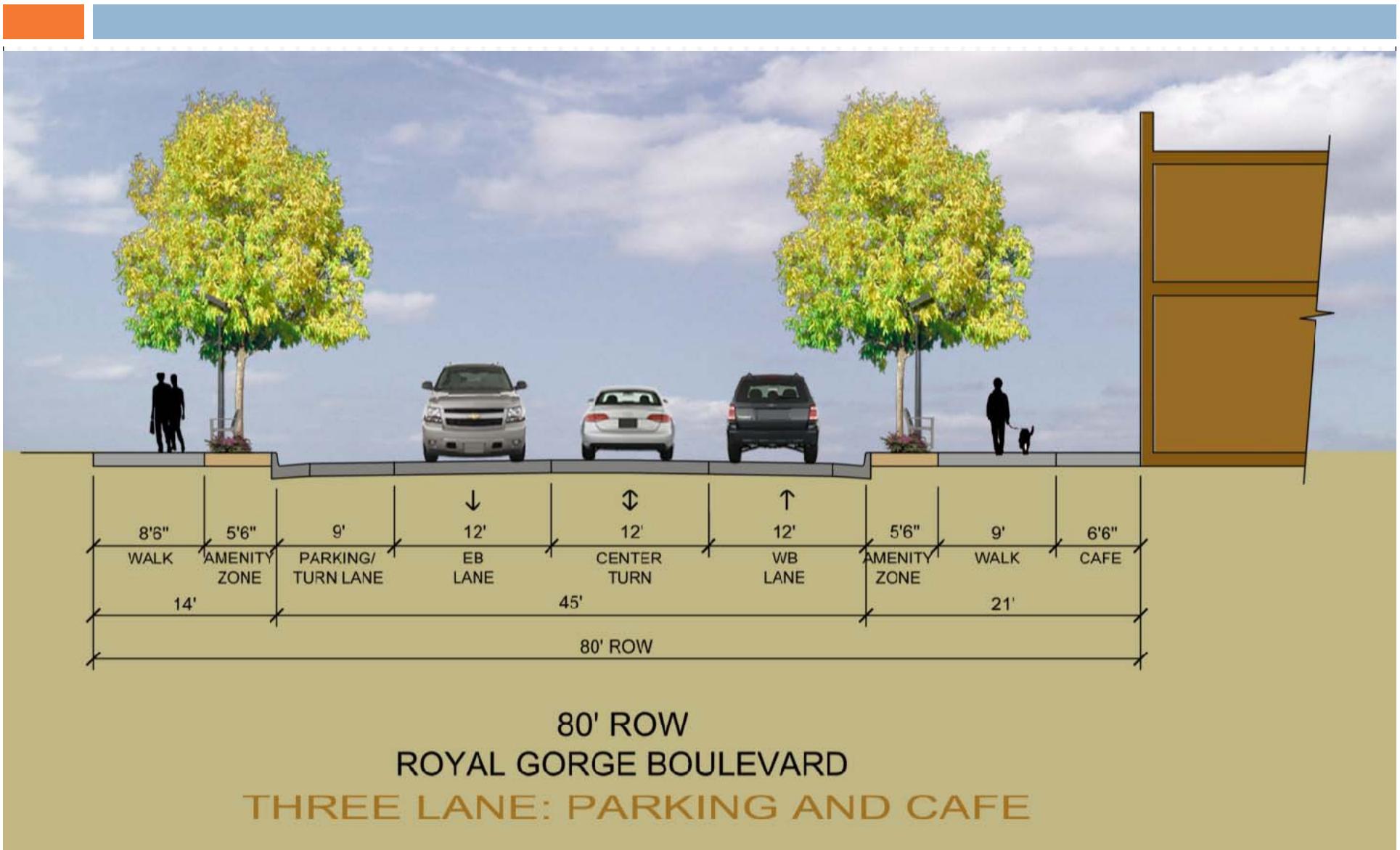


80' ROW
ROYAL GORGE BOULEVARD
THREE LANE: PARKING BOTH SIDES

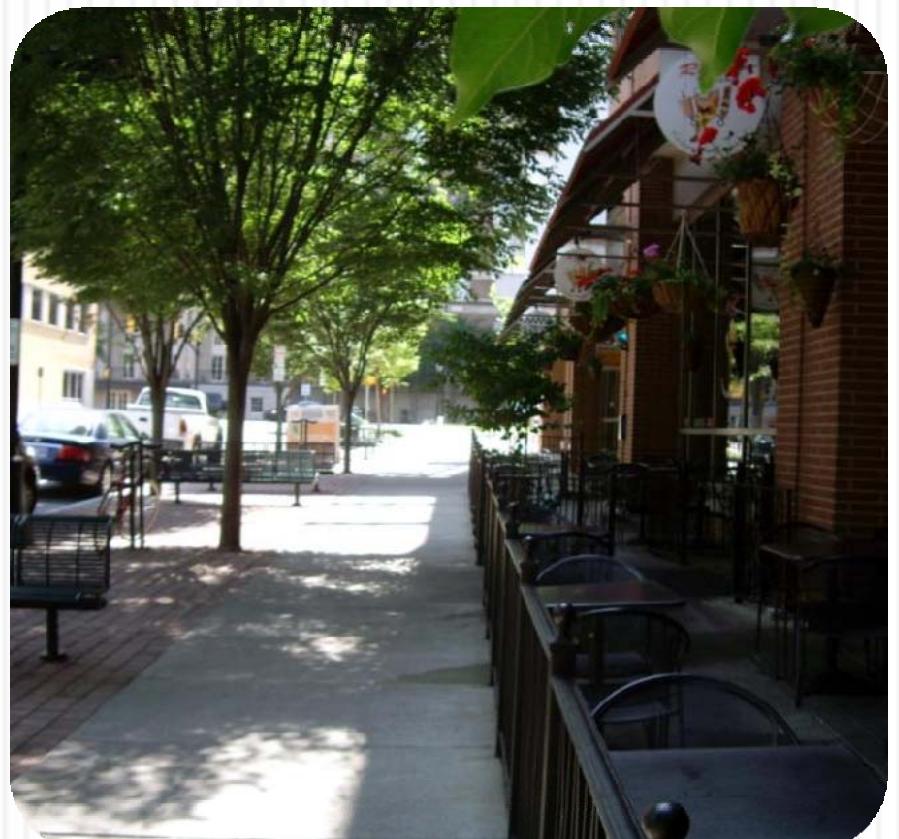
RGB: three lane alternatives



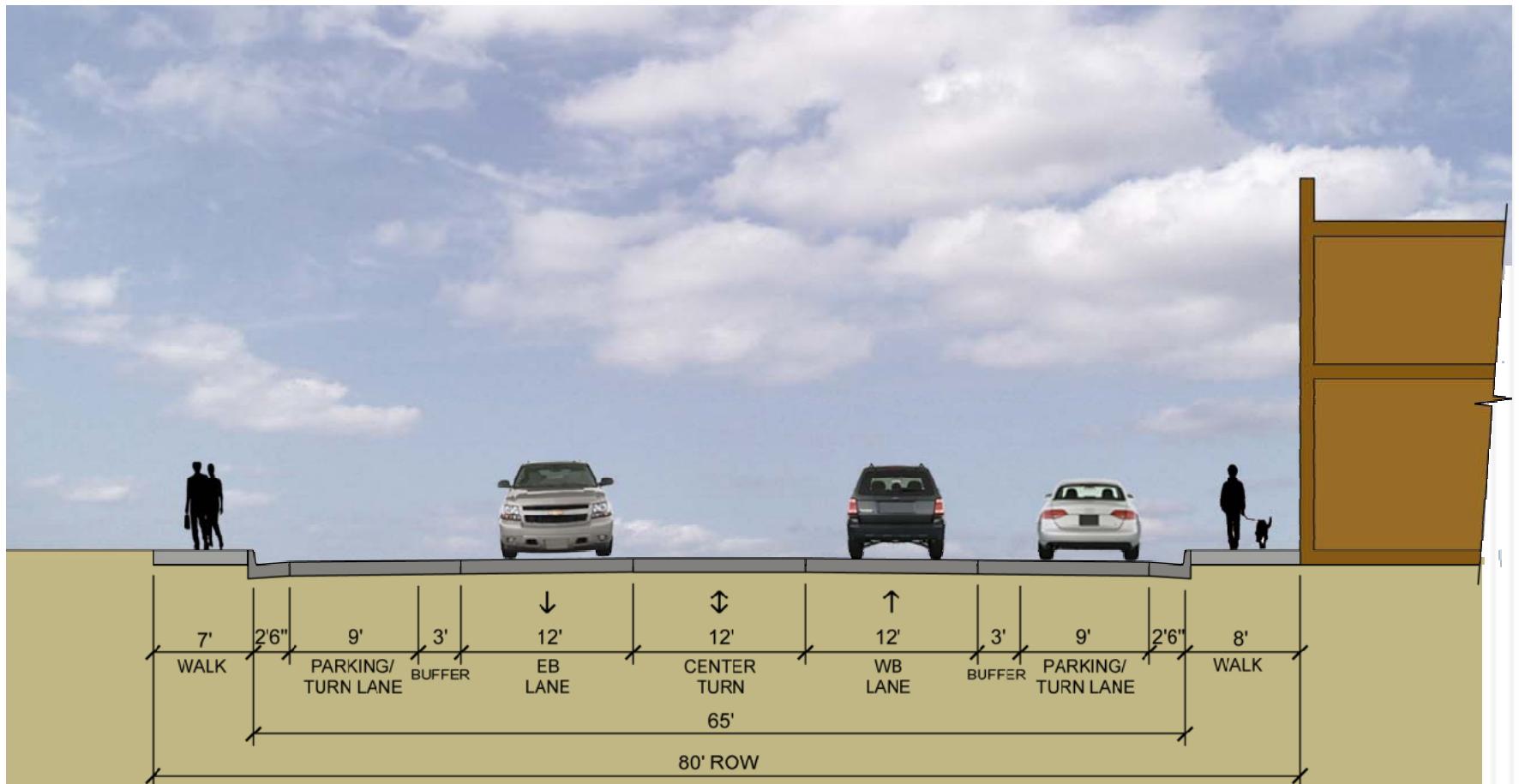
RBG: three lane alternatives



RBG: three lane alternatives



RBG: three lane alternatives



80' ROW
ROYAL GORGE BOULEVARD
TEMPORARY RESTRIPIING

case studies

Case Studies: Tacoma Street – Portland, Oregon



Source: City of Portland

case studies

Case Studies: Tacoma Street – Portland, Oregon

Overview:

- 60' – about a mile long corridor, old commercial corridor.
- Major connector over river

Before:

- ADT: 15,000-30,000
- Section: 40' roadway – 4 lanes

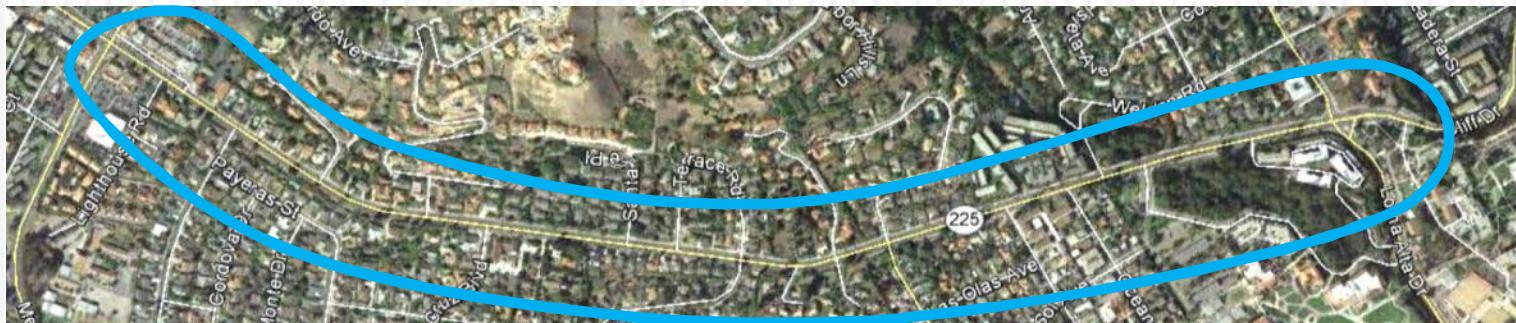
After:

- ADT: higher end numbers went down
- Kept roadway (curb-to-curb) – restriped to 2 lanes with on-street parking and 3 lanes with 1 side on-street parking
- Residents and property owners around strong supporters of maintaining current section

Source: Rich Newlands, Portland Bureau of Transportation

case studies

Case Studies: State Route 225 – Santa Barbara, CA



Before



Image source: Paul Wellman, Santa Barbara Independent

After



Image source: Caltrans

case studies

Case Studies: State Route 225 – Santa Barbara, CA

Overview:

- Regional travel corridor connecting Highway 1 / 101
- Was once a rural / industrial road
- Now developed with commercial and residential uses
- Repaving project already approved and scheduled
- City leaders, residents, and Caltrans worked to include in repaving
- Council *unanimously* approved the project (very rare!)

Before:

- 4 through lanes, on-street parking (but traffic made it almost unusable)

After (2012):

- 2 through lanes, center turn lane, bike lanes, striped on-street parking lane



Source: Caltrans

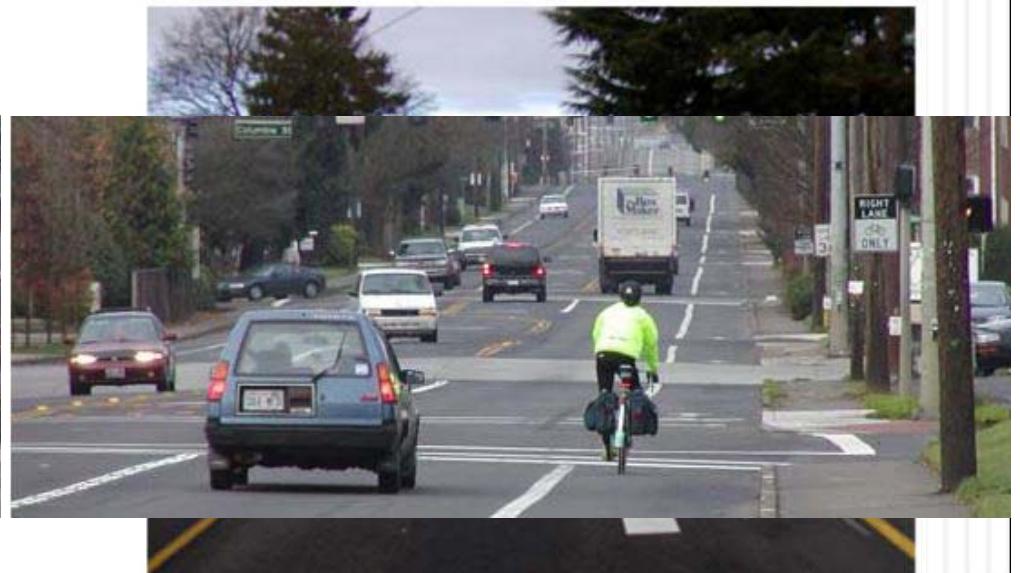
case studies

Case Studies: Fourth Plain Boulevard, Vancouver, Washington



Before

After



case studies

Case Studies: Fourth Plain Boulevard - Vancouver, Washington

Overview

- Completed 2002
- 1.5 miles long, connects between interstate and state highway

Before:

- 4 and 5 lanes
- ADT: 17,000

After:

- Restriped to 3 lanes and added bike lanes
- 52% reduction in crashes
- 18% reduction in speed
- No traffic diversion
- ADA compliance
- Measure economic growth
- Street feels safer: increase in pedestrian activity

Source: Rosales, Road Diet Handbook Overview and City of Vancouver

case studies

Case Studies: Fourth Plain Boulevard, Vancouver, Washington

Before



After



case studies

Case Studies: US18 Clear Lake, Iowa



After



case studies

Case Studies: US18 - Clear Lake, Iowa

Overview:

- Section: ~50' roadway – 4 lanes
- Just under 2 mile 'diet' area
- US highway

Before:

- ADT: 12,000 ADT
- Speed: About 45 mph

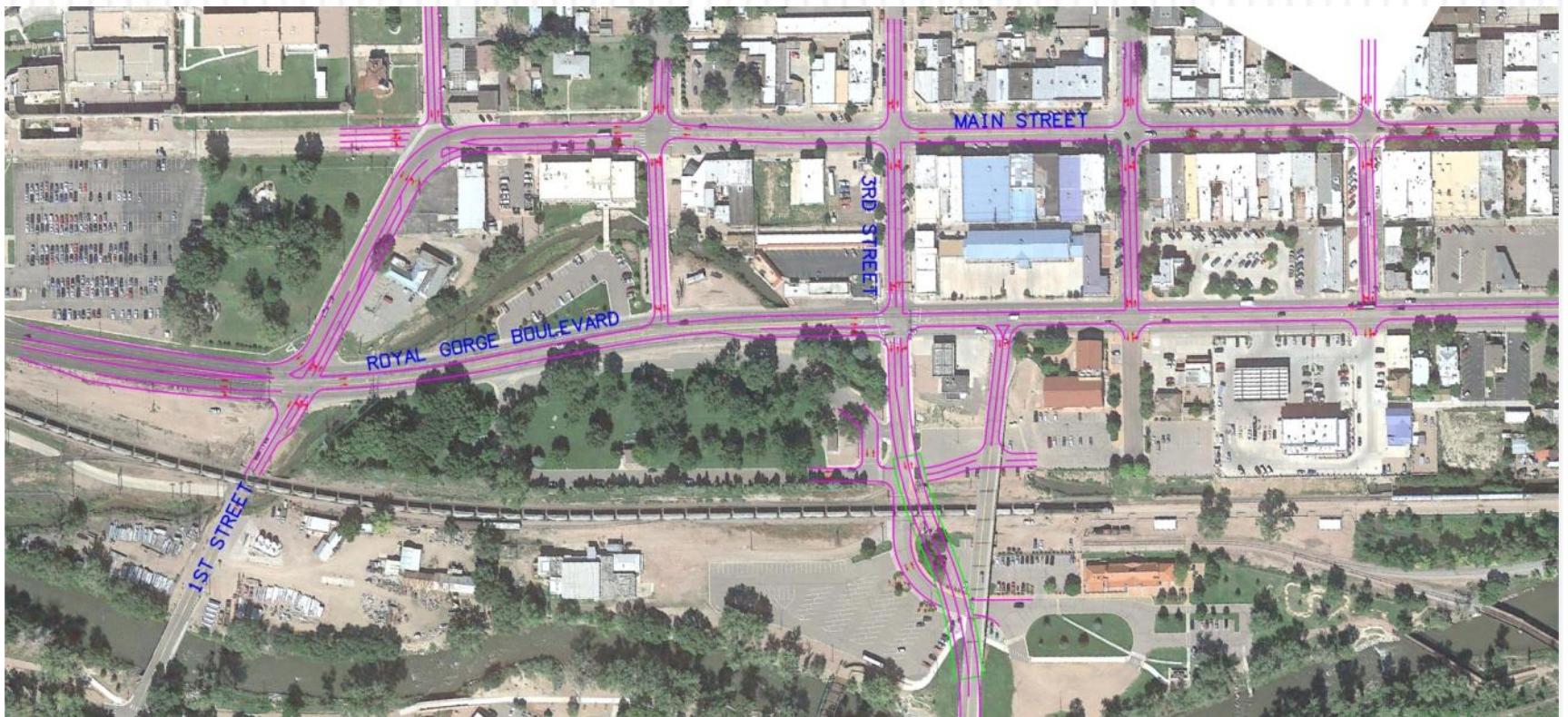
After:

- Kept roadway (curb-to-curb) – restriped to 3 lanes with shoulder
- Crashes are down 65% (40/yr to 14/yr)
- Aggressive speeding is down 52%
- Vehicles over speed limit decreased by 32%
- Adequate traffic operation and good mobility

Source: Jennifer Rosales

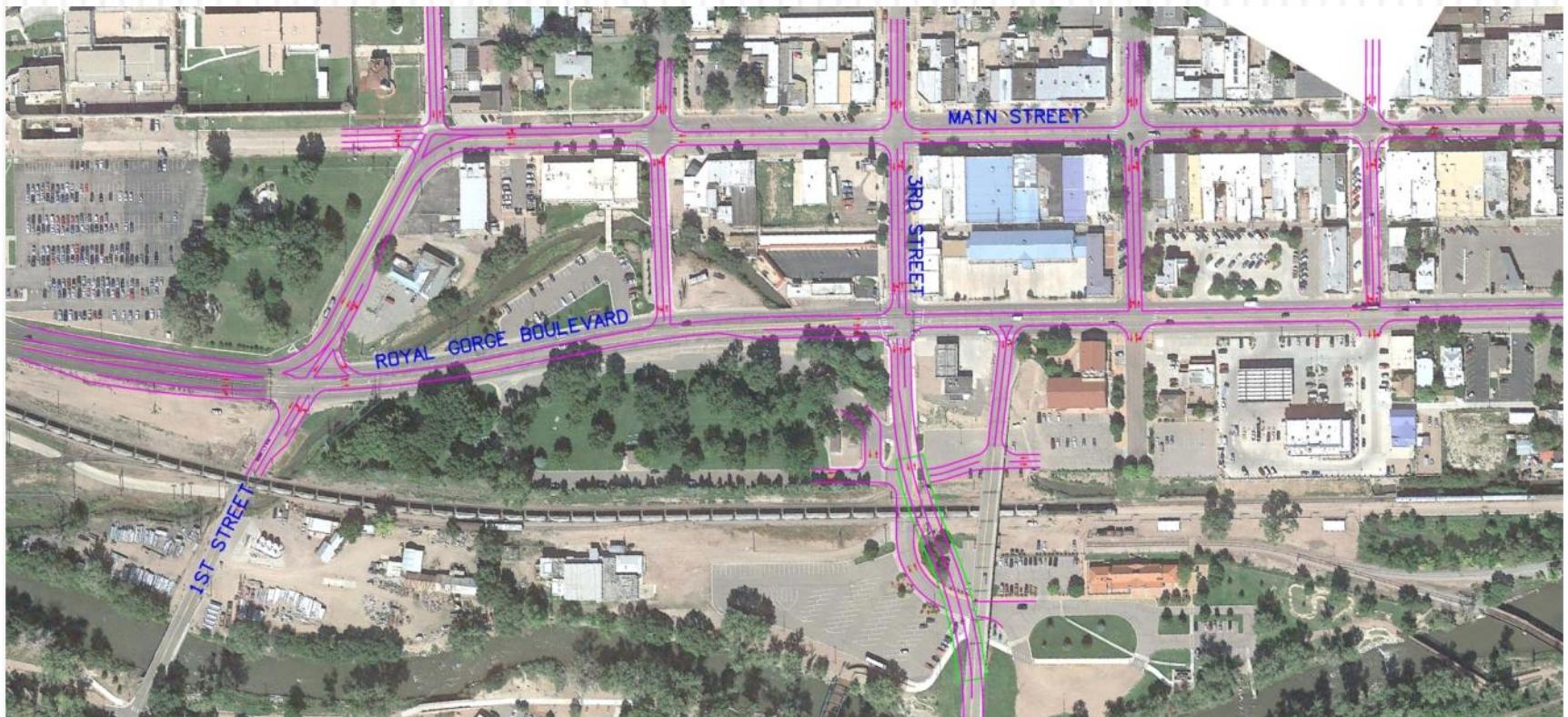
RGB: one way couplet alternative

two-way 1st Street option



RGB: one way couplet alternative

one-way First St. option



RGB: one way couplet alternative

15th St. intersection option



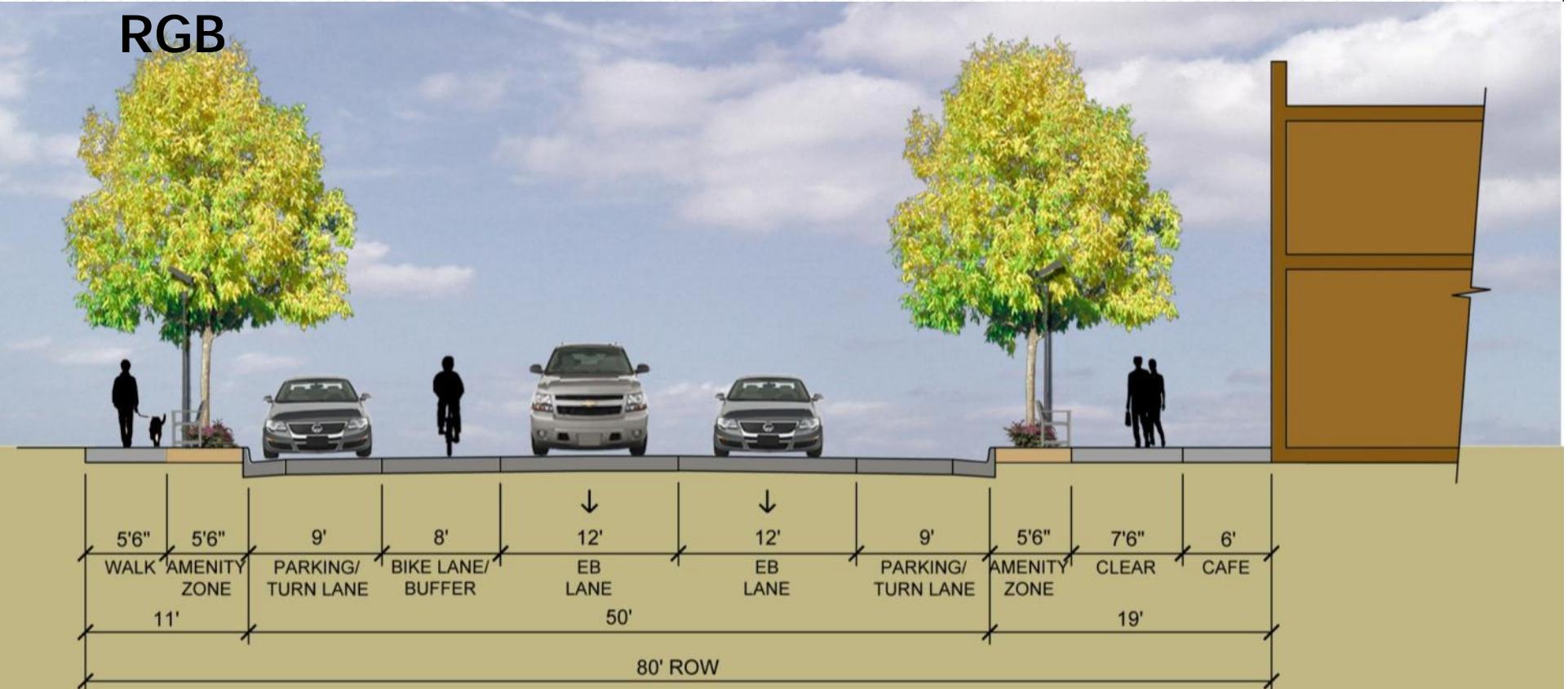
RGB: one way couplet alternative

15th St. round-a-bout option



RGB: one way couplet alternative

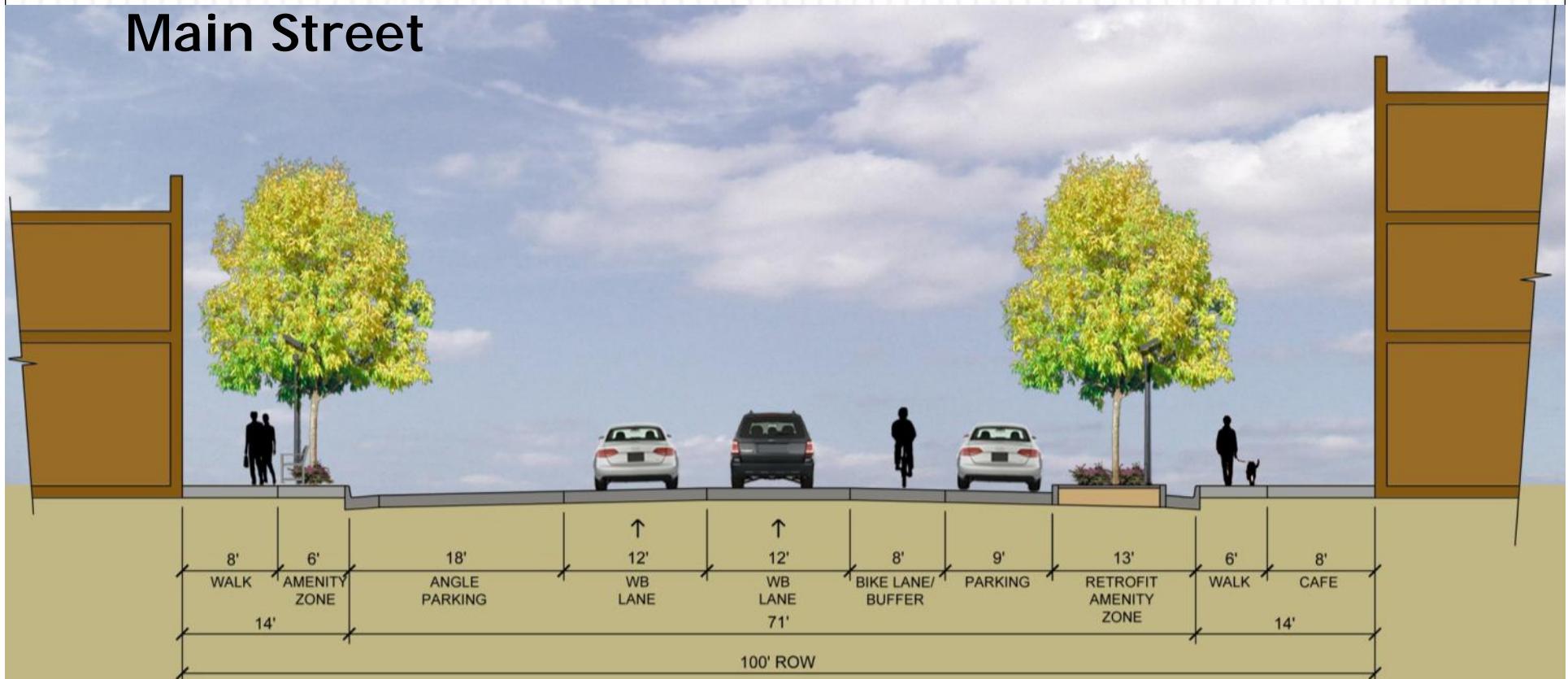
RGB



80' ROW
ROYAL GORGE BOULEVARD

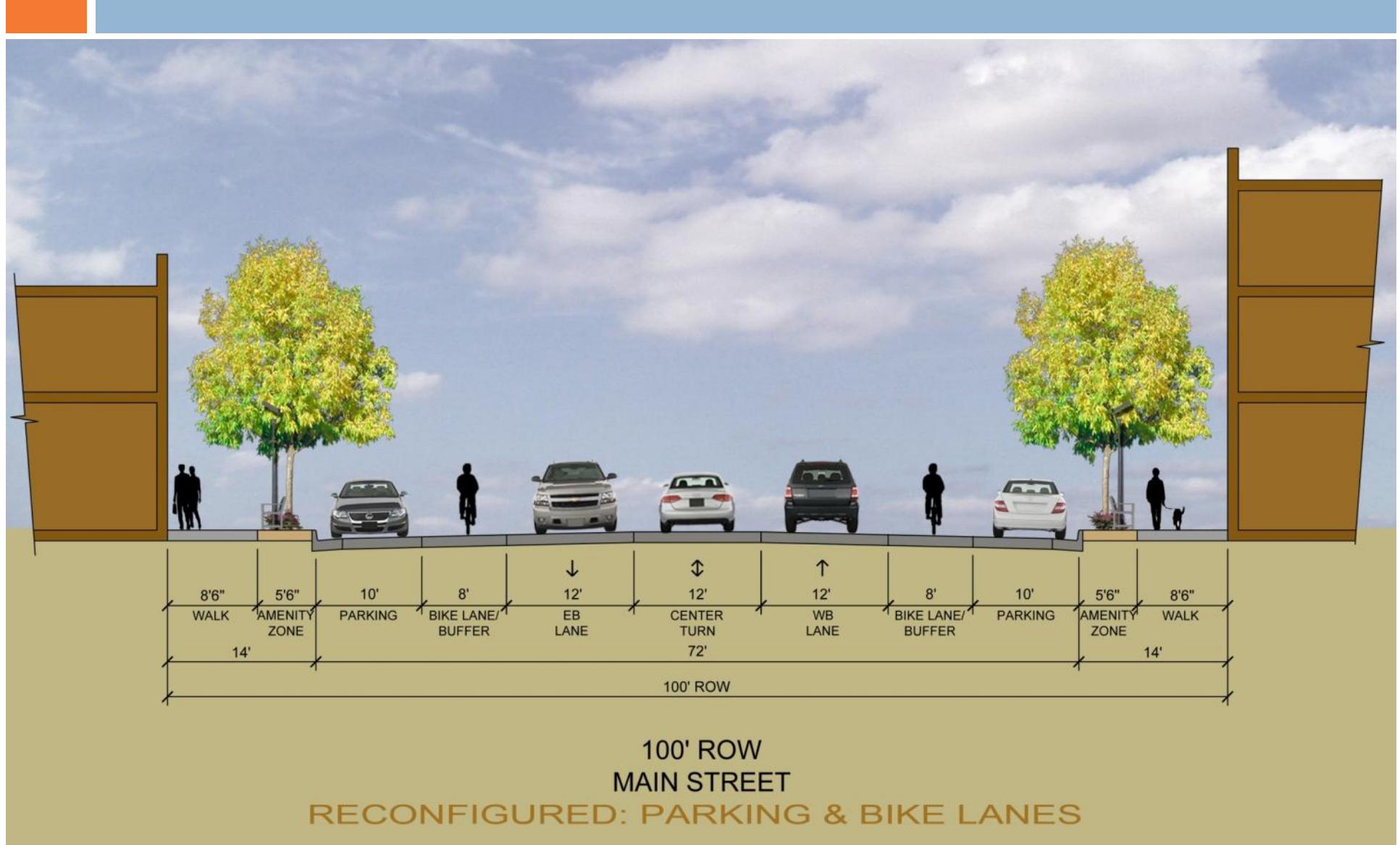
ONE WAY COUPLET: EASTBOUND

RGB: one way couplet alternative

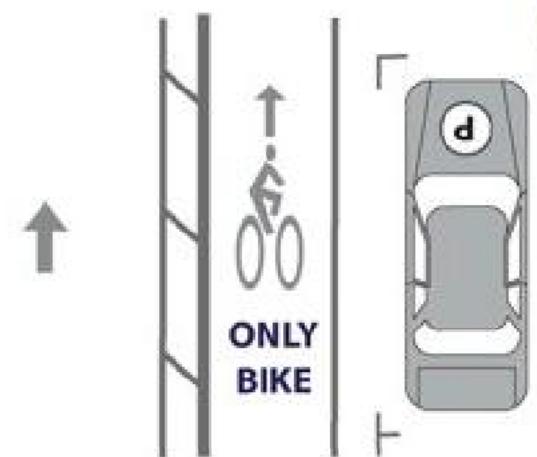


100' ROW
MAIN STREET
ONE WAY COUPLET: WESTBOUND

Main St: reconfigured



RGB: one-way couplet/reconfig.



New 3rd/4th Street bridge





east canon

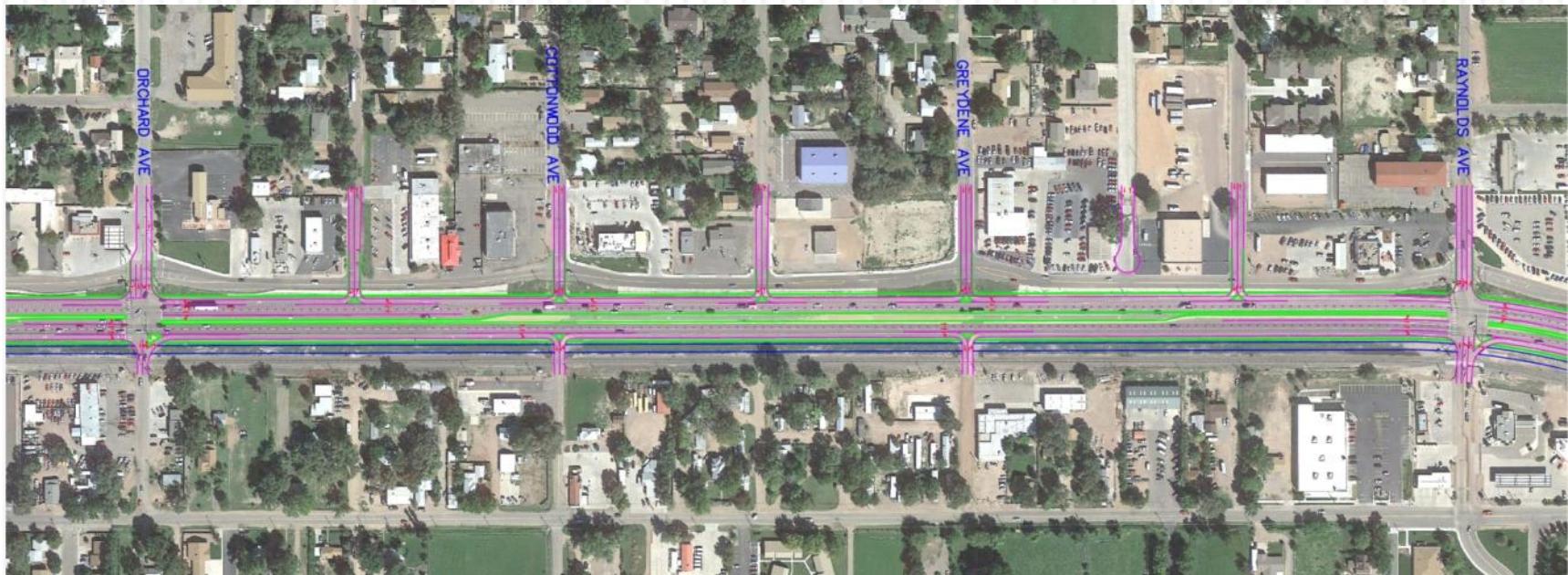
alternatives: east cañon

- Convert Frontage Roads to 1-Way
- Remove Frontage Road and create a Boulevard
- Modified Intersections
 - Round-a-Bout
 - U-Turn
 - Jug Handle

one-way frontage alternative



remove frontage road alternative

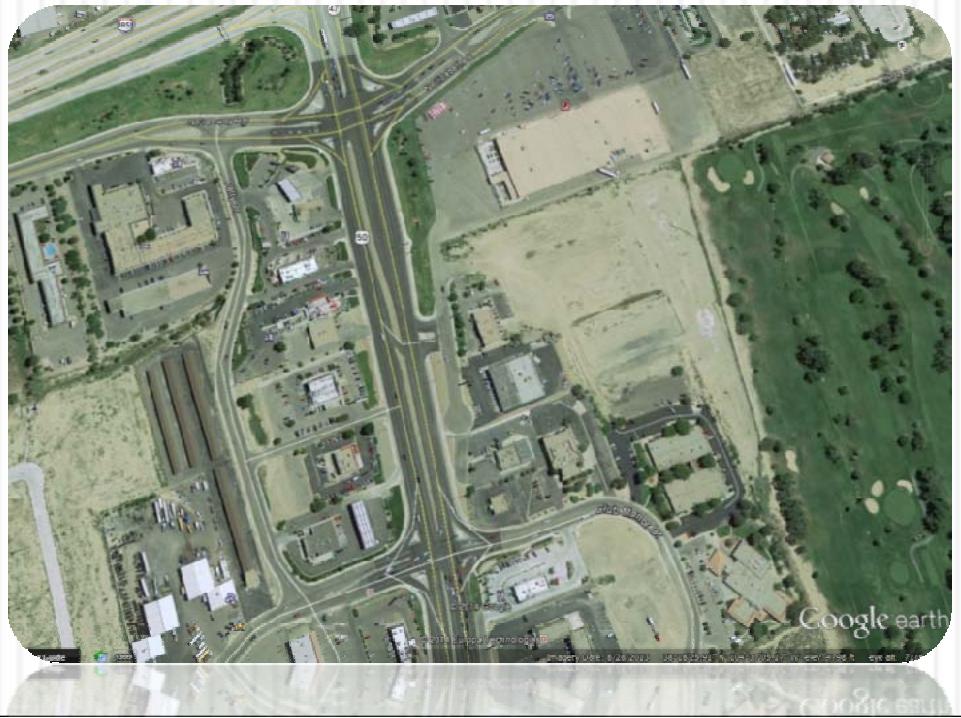


case study

Plan View of US 50 from Morris to Club Manor: shows modified frontage Road on South side and Right-in/Right-out access on Northside



Plan View of US 50 from Club Manor to Elizabeth: Modified frontage road on South and new backage road on North



case study

US 50 in Pueblo looking West: Right-in/Right-out at Lowe's

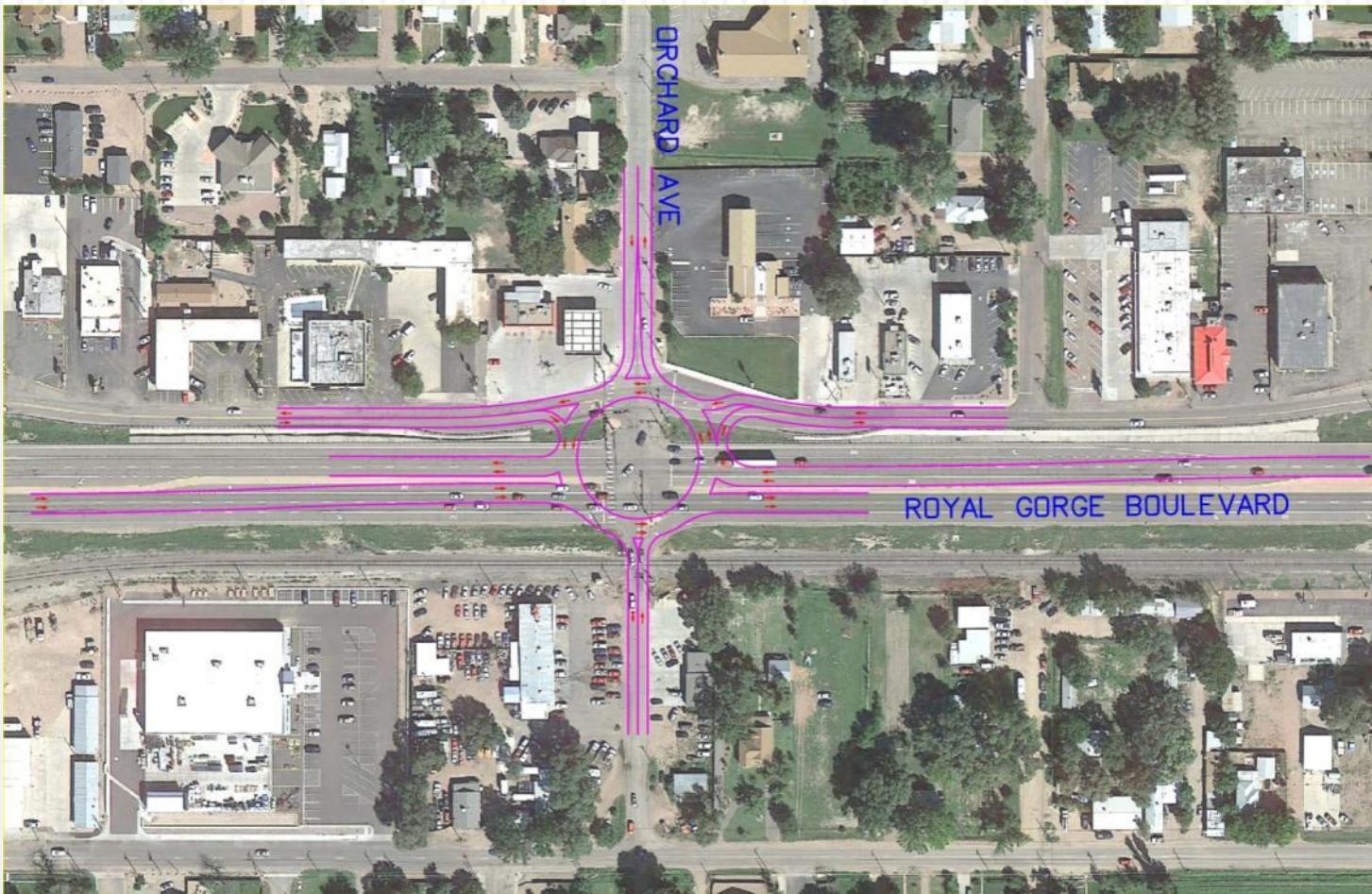


US 50 in Pueblo Looking east from Baltimore: Sidewalk adjacent to US 50 were Frontage Road was originally



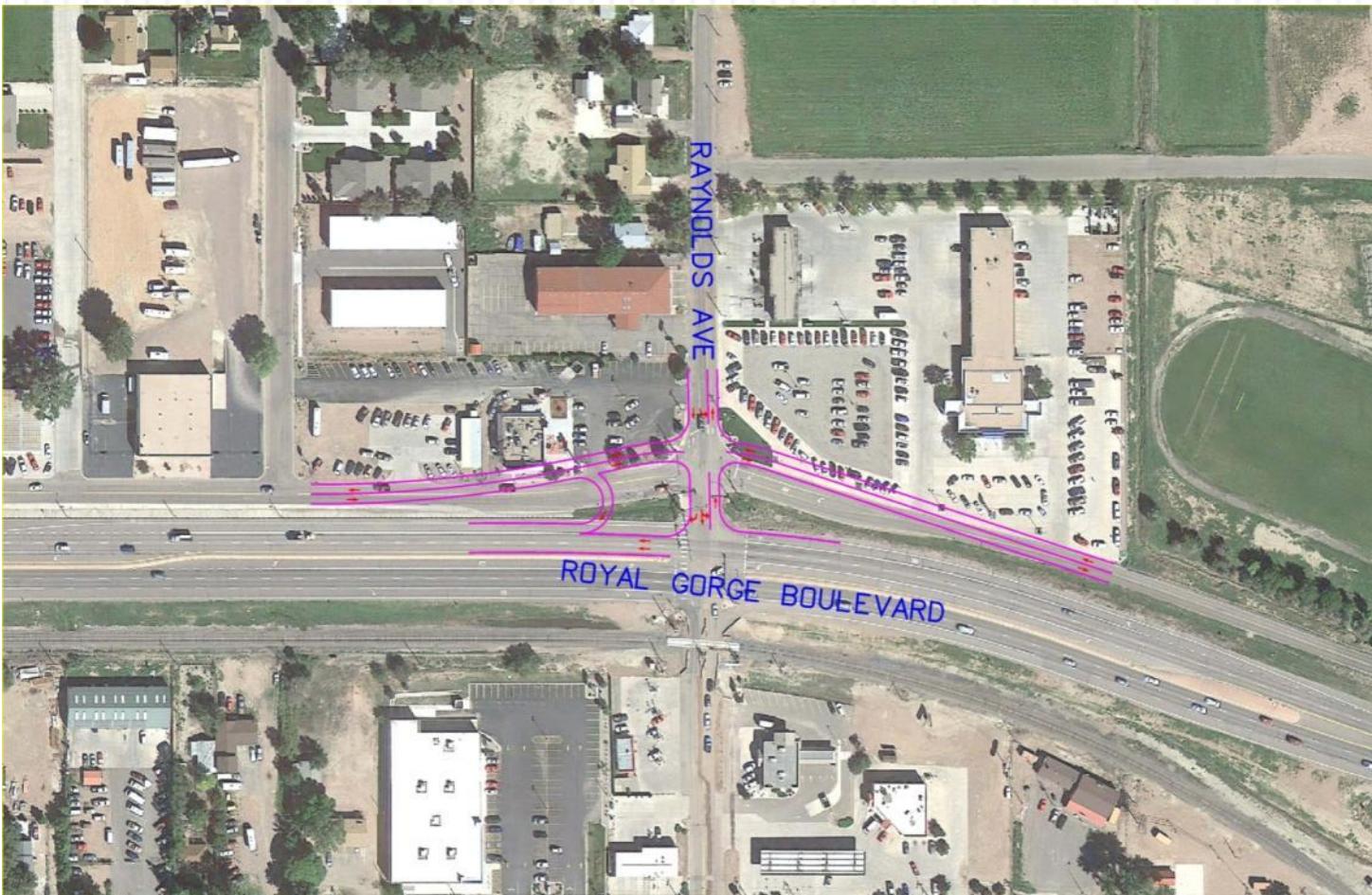
modified intersection alternatives

15th St. round-a-bout option



modified intersection alternatives

U-turn option

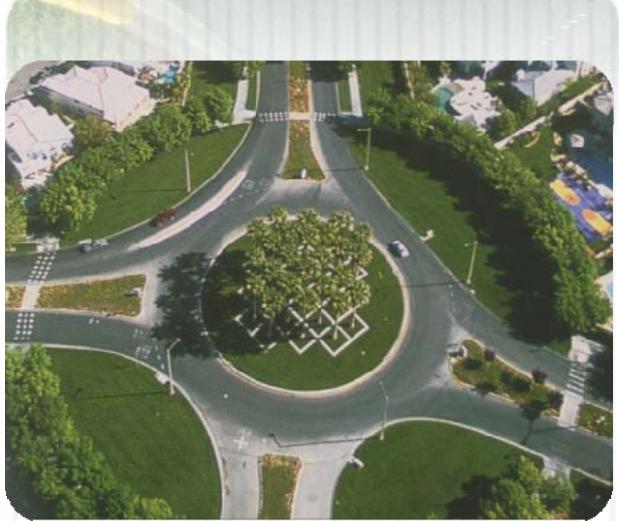


modified intersection alternatives

Jug handle option



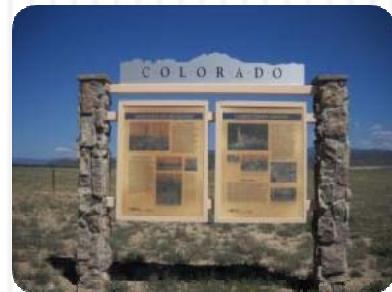
east cañon: various inspirational images





signage and landscape

wayfinding and landscape



landscape design inspiration

West gateway



East gateway

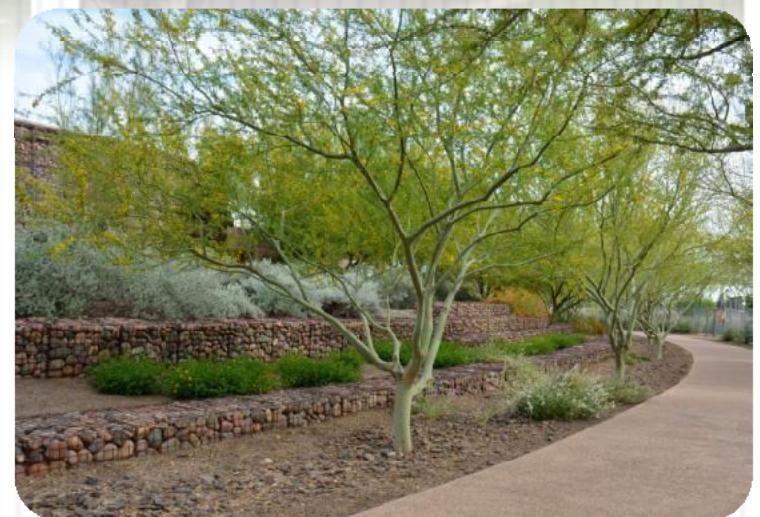


landscape design inspiration

East Cañon
Alternative 1



East Cañon
Alternative 2



landscape design inspiration

Downtown
Alternative 1

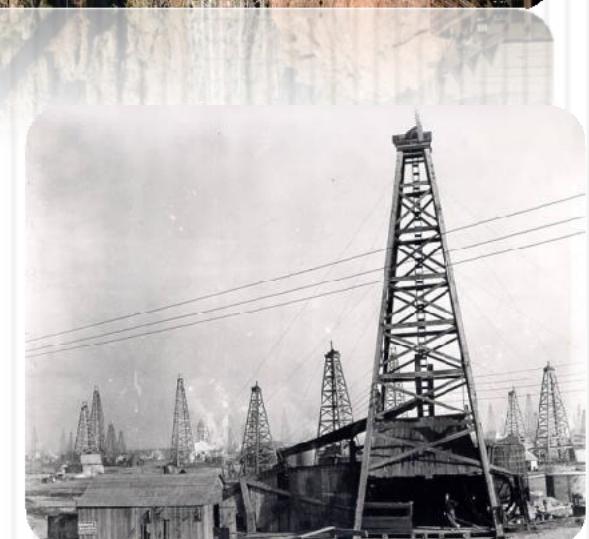
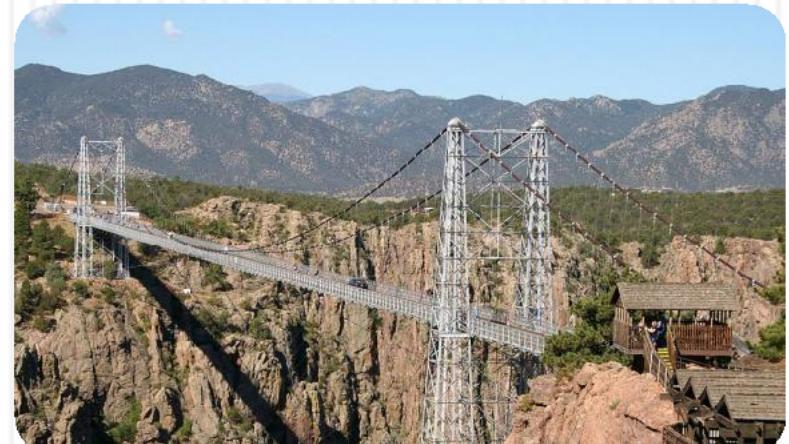
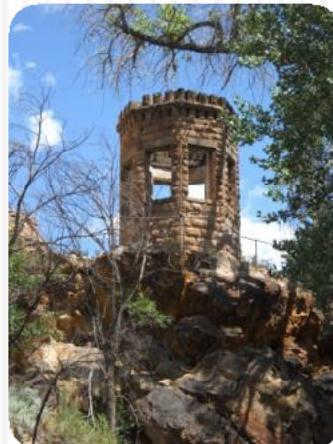


Downtown
Alternative 2



wayfinding and monument signage

Historical and architectural precedent



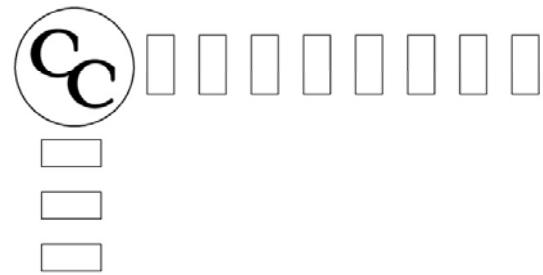
wayfinding and monument signage

Materiality
and design
inspiration



monument sign concepts

“Branding” Cañon City – logo concepts



monument sign concepts

Alternative 1: City identification monument sign

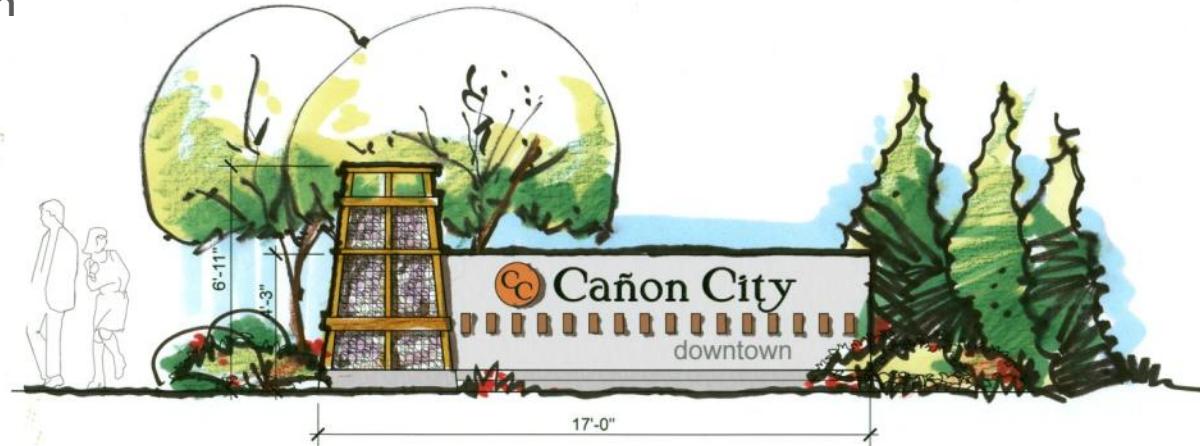


Alternative 2: City identification monument sign



monument sign concepts

Alternative 1: Secondary monument sign

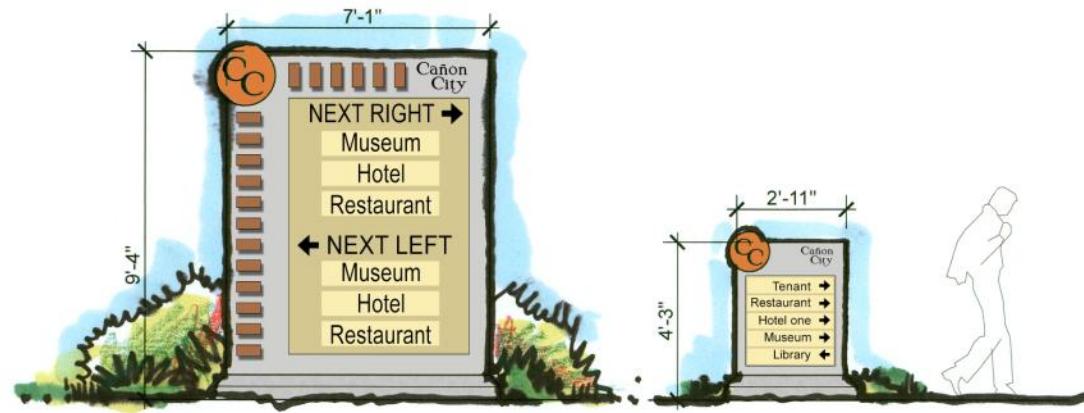


Alternative 2: Secondary monument sign



monument sign concepts

Alternative 1: Community wayfinding signs



Alternative 2: Community wayfinding signs

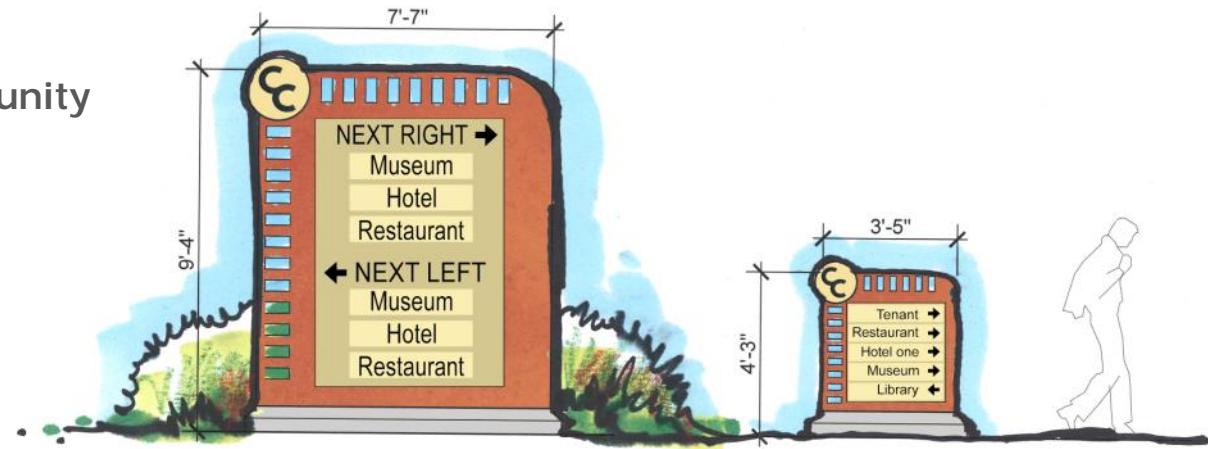




table talk



next steps

preferred direction and implementation strategy

plan

design

develop

MEETING NOTES

MEETING DATE: 29 October 2014

TO: City of Cañon City

FROM: Deana Swetlik

RE: US 50 Corridor Plan Workshop #3: Public Meeting #2

Time: 6-8 pm Wed.

Attendees:

- City Staff: Adam, Doug, Terri
- Consultant Team: Deana, Noah, Scott
- See sign-in sheets for public attendees

Overview of Meeting:

Deana Swetlik from Entelechy kicked off the meeting. She made an announcement that the Dozier intersection public meeting would be in November, that that project is not the focus of this meeting. Consultant team members presented an overview of the project purpose, schedule, and initial analysis. Next, big ideas were discussed, focusing on several mobility alternatives for both the Downtown and the East Cañon districts. Break-out sessions occurred with 'table talk' to discuss the alternatives and have the public 'vote' via dots on preferences.

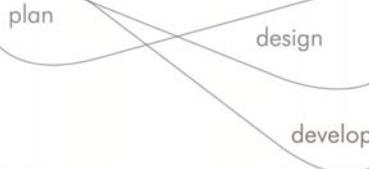
Notes from Break-Out Sessions:

Group 1

- RV Parking in Downtown
- Alternate bike route
- Bike Route on Macon
- Alternate truck route

Group 2

- Don't narrow lanes - truck traffic already has problems
- Wildlife access to river water across Highway 50
- Lower speed coming from west
- Restoration of the old guard tower will be done by inmate crews if contact with authorities is made
- Consider that main street does not have general population traffic – no stores!
- Bikes off highway
- Designate RGB/highway 50 as truck route



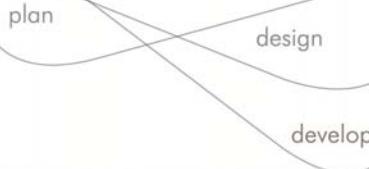
- Do not plant greenery - we are water short in Colorado
- Route bikes on riverwalk instead of RGB
- Parallel parking yikes!
- Canon City will xx (grow?) from 6 mile creek to parkdale it's a matter of time – bypass and plan
- 4 mile parkway- visitor center
- Parallel parking would reduce parking space (on Main St)
- Connect to River –
- Emphasis ON the river

Group 3

- Economic effects – businesses need to be open later
- Don't like the idea of trucks on Main
- Pedestrian crosswalks across RGB don't necessarily need to be stop lights (signaled)
- Would be good to view plans online and make comments / suggestions
- Generally have reserved agreement w/ bridge realignment
- Development of riverfront is a good idea
- Signage important directing to Main St.
- Gateways – East side at top of the hill (right as you crest overlooking the valley, or just below crest)
- West side gateway location – okay
- Make power plant area a visitor's center
- Rethink "authentic west" - not in favor at all meetings (moderator at Feb 14th meeting pushed idea)
- Please use native plants and xeriscaping for all landscaping and appropriate trees
- There is a great need to keep a main connection at 3rd street for pedestrian / bikes and to take major tourists from RG train north to main street
- Downtown should have stores open later than 5pm in summer
- Get CDOT to move their storage of gravel and salt away somewhere else. Have west gateway there.
- Get DOC to cut down tree that hides soda point tower at west end
- Change bike rout from Main street to Harrison Ave for cyclist safety – flow on harrison is better
- I love downtown so I can walk to the river (kayak)

Group 4

- Table all liked brining river access into downtown area and RV/camping idea
- Removing frontage road will be great
- Eliminate signal length and improve look of East Canon
- No one ways
- Three lanes won't work due to different east/west vs. north/south traffic
- No trucks on main street
- Keep 2 way frontage road
- Need extra parking at downtown crossing points
- Downtown alternate #1 same as is w/ fluff
- Expanding downtown to river - good idea



Group 5

- By pass around canyon to the north
- Put a new stop light at Dozier and highway 50 with correct turn signals - (would) solve a lot of problems
- Old power plant
- Not enough parking if you parallel park on Main St.
- Need to plan public parking to access Main St. or other businesses
- remove frontage road
- landscaping and trees, cut the weeds
- We need to promote out downtown area no matter how nice it looks
- We still have way too many buildings empty. make it easier for new businesses to come into cut out a lot of the requirements they have now
- Highway 50 is a through truck route
- Do not reduce truck volume on RGB by using 3 lanes
- Do not relocate the Dozier intersection , 80% of traffic is coming from the north
- Think radius on Main St. is too tight
- Dozier is the only truck route to the north that is wide enough for large vehicles and wide loads
- 1st and Royal Gorge Blvd. in the golden triangle - visitor center
- Main St. high school - 20 mph stop lights
- We need FECD on some now to bring in stores like ladies, men's clothing, jr clothing, children's clothing, also classic bulk store, candy/popcorn store, t-shirt shop
- We need to have stores open late for tourist traffic. Salida and Montrose have good business (approach) - the businesses stay open (in the evenings) and also on Sunday – open by noon or 1

Group 6

- Pedestrian bike bridges in East Cañon
- Remove the TWLTL on Main Street (currently used by trucks to load / unload)
- Like the concept of getting traffic to Main St. on the east end by 15th street
- Can't constrict Main St. due to significance of parade route
- Improve wayfinding signage; need more
- If round-about is big enough that would be excellent!
- No one-way pairs
- Median in RGB ok as long as it is low maintenance
- Raised entry to town on the west entry. Allowing pedestrian walk like Pueblo River walk.

plan

design

develop

MEETING NOTES

MEETING DATE: 30 October 2014

TO: City of Cañon City

FROM: Deana Swetlik

RE: US 50 Corridor Plan Workshop #3: Stakeholder Meetings #2

Time: Three sessions on Thursday

Attendees:

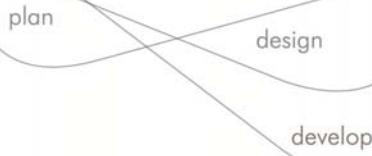
- City Staff: Adam, Doug, and/or Terri – variable in and out
- Consultant Team: Deana, Noah, Scott
- See sign-in sheets for attendees

Overview of Meeting:

Consultant team members presented an overview of the project purpose, schedule, and initial analysis. Next, big ideas were discussed, focusing on several mobility alternatives for both the Downtown and the East Cañon districts as well as initial signage concepts. Input/feedback was solicited.

10:15 AM – Agencies Group

- "Dressing up" the highway edge is not good enough.
- RGB is essentially the "main street".
- Don't take away angled parking on Main street (can fit more in with angled than parallel).
- Difficulty in angled parking – can't see who's coming. Back-in angle parking would be more problematic.
- Diverting traffic to main street is good – need cooperation with businesses.
- Need to improve safety – don't like the traffic/bike mix.
- Main street as it is currently is bikable.
- Water management on East Canon is a serious consideration.
- Like the idea of incorporating into one theme across RGB, but how to transition? Steamboat is a good example.
- Not sure if jug-handle option helps, still have to deal with problems at intersections.
- Slip ramps to one way – two votes yes.
- Removing frontage helps bikes.
- Monument signs: put where you can see town, after cresting hill on east approach.
 - Use an appropriate 'western' looking font.
 - Don't want to look like Co Springs.



1:30 Thursday: Downtown District

- Like the idea of three lanes, get people to stop and look downtown.
- Votes: 3 lanes parking both sides
- Votes for monument signs: 2 for conc. And 1 for corten. People like the (cc) logo.
- Keep in mind there are different shops in town, not just shops for tourists.

3:30 pm Thursday: East Canon and Gateway Districts

- One preference for one-way frontage, better than no access at all.
- One Preference for two-way frontage but without guardrail.
- Question about grade separated: Doesn't make any sense to do it because traffic counts don't warrant that solution.
- Can we do away with frontage, add median, three full lanes each way?
- Frontage roads are good, but closes off too many access points / separation from hwy.
- North/south drainage is a problem, need culvert to river.
- Two votes yes for right-in right-out / remove frontage.
 - Landscaping with this option will be very important.
- Gateway monument location: just after the bend, when you come down the hill into town.
- Can't see current city sign up high. Needs to be lower.
- Consider sidewalks all the way from limit to limit along RGB and lighting.
- Keep stormwater out of irrigation ditches.

Cañon City US50 Corridor Plan
Public Meeting #2: 29 October 2014

Name	First	Last	email	phone number
1 Sue		Farringer		719-784-7310
2 Jack		Elliott		719-275-2797
3 Norma			norme@rof.net	719-275-2797
4 Mack		Eric		719-289-6445
5 Chia Fisher			Cara@docsolo.net	275-8357
6 Jim		JAVEN NICK		275-3040
7 Tony		Green	tony@tongreen.com	671-5250
8 Mike		Walsh	mikeswalsh@business.net	315-2009
9 Teri		Fry	terifry@socob.net	225-1010
10 Dennis		Heckman	RockyD@Yahoo.com	
11 Dennis		Murphy	3416890000	275-4633
12 Tony		Walton		289-9031
13 Kristin		Conore	406strawbarkist@yahoo.com	303-881-8724
14 Amy		Kadetman	OKAdventure@gmail.com	720-394-5639
15 Bob		Sauvion	sauvion@bretchan.net	719-275-1226
16 Brenda		McKay	McKbrie80@yahoo.com	719-275-5820
17 Lloyd + Cheri		Moore		719-275-5820
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Cañon City US50 Corridor Plan
Public Meeting #2: 29 October 2014

Name	First	Last	email	phone number
1	DEBN	LINDNER		275-6821
2	STEVE	Lindner		275-8838
3	Mark	Chamberlain	meschamberlain@gmail.com	275-6733
4	Chaz	McNee	coloradoguru@gmail.com	275-1468
5	Mike	Stanits	ndstanits@msn.com	371-2961
6	WILMA	DYER		
7	Ruth	Boone	kpboone56@msn.com	276-0899
8	Betty	Pardee		429-2557
9	Bill	Matthews	matthews4@yahoo.com	429-2241
10	Shirley	Santel	drshirley94152@bresnan.net	269-3455
11	Bob	Weir	BobHDeBW@GMAIL.COM	275-2795
12	Steve	Stanits		269-1617
13	Carie	Canterbury	CarieCanterbury@gmail.com	
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Cañon City US50 Corridor Plan
Public Meeting #2: 29 October 2014

Name	First	Last	email	phone number
1	Jim	Pat	Nelson	285-8284
2	Tom	Starkie	starke1@charter.net	275-9316
3	Tommy	Fulbright		
4	Angela	Wolton		
5	Chris	Doe		
6				275-9297
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Cañon City
US50 Highway Corridor Plan
 Meeting: Stakeholders - agencies
 When: 30 October 2014, morning

SIGN IN SHEET

Name	First	Last	Agency	email	phone number
1	Diana	Armstrong	FEDS	armstrong@fedco.org	719.375-8601
2	TRISHA	hedoux	City Bike Routes	blueday@gmail.com	303.638.2304
3	Dolores	Belle	Fremont County	debbie.bell@fremontco.com	719.276.7300
4	Patricia	Schumacher	ATTORNEY	123blockyone@gmail.com	719.260.9289
5	USA	HYDRO	USADANDCURE.COM	719-275-2331	
6	GEORGE	SMALL	PRIVATE	keoki@bresnan.net	719.275.6580
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Cañon City
US50 Highway Corridor Plan
Meeting: Stakeholders - agencies
When: 30 October 2014, morning

SIGN IN SHEET

Name	First	Last	Agency	email	phone number
1	CEO	TURNER	CC & O/CREEK Ditch	postman@gmail.com	275-3727
2	Janeet	Davidson	City of Cañon City	jkdavidson@canoncity.org	276-5299
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Cañon City
US50 Highway Corridor Plan
Meeting: Stakeholders - DT
When: 30 October 2014, early afternoon

SIGN IN SHEET

Name	First	Last	Agency	email	phone number
1	Gloria	Stultz	Main St Merch.	Kitkanganya@gmail.com	719-357-1796
2	Minnie S.	Staley	12th & Royal Co.		215-7022 or 215-5833
3	Debbie	Lake	CC MerchantsAss.	canonclassi.furn@gmail.com	275-1428
4	Kathy	Schumacher	UMA	123lookyme@gmail.com	7192509289
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Cañon City
US50 Highway Corridor Plan
 Meeting: Stakeholders - Gateways and East Canon
 When: 30 October 2014, late afternoon

SIGN IN SHEET

Name	First	Last	Agency	email	phone number
1	Merle	Lord		MerleLord34@juno.com	275-8286
2	Mike	Heidler			275-5928
3	Frank	Vellico		frank@mathshomes.com	275-5898
4	Kevin	Landau			275-6021
5	Kevin	Rivard		24357fixed@edfo.org	429-1261
6	GEORGE	TURNER		geoturner220@gmail.com	275-3727
7	Bill	Jackson		bjackson@bresnan.net	275-3901
8	Ralph	Kensel			275-3561
9	DAVE	EMOND		emondlumber@yahoo.com	240-5526
10	DEANSON	THOMPSON		enexpropane@bresnan.net	269-1000
11	JIM	JAYEN NICK			275-3040
12	KEN	Colon		2011eRestraurants.com	719-429-7235
13	KENNY	GARVEY			919-244-1113
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Mobility Alternatives Evaluation Matrix

The following is a matrix identifying the different alternatives being proposed for US50, and a set of evaluation criteria following the project goals.

Key:

Green = Likely Positive Impact
Yellow cells = Unknown / Likely Neutral Impact
Red Cells = Likely Negative Impact

Corridor Segment & Design Alternatives	Mobility			Economic Vitality		Placemaking		Cost Effective/ Benefit Gained	Overall Score	Notes
	Traffic Safety /Operations/Drainage	Autos / Trucks	Pedestrians / Bicyclists	Drainage	Biz Visibility / Access	Entices New Development	Public Realm	Private Realm Potential		
Downtown										
Existing Condition	●	●	●	●	●	●	●	●	-3	The 'Do Nothing' Alternative in essence
Modified 5 Lanes	●	●	●	●	●	●	●	●	1	Maintains current through-put for traffic. Provides for modest streetscape and pedestrian improvements, may calm traffic
3 Lanes with Curb Parking on Both Sides	●	●	●	●	●	●	●	●	6	Will provide for better use of existing network in downtown. May provide for better visibility to all areas of downtown. Will provide better pedestrian environment, on-street parking, and better streetscape opportunities.
3 Lanes with Curb Parking on South Side, Café Zone on North Side	●	●	●	●	●	●	●	●	6	Will provide for better use of existing network in downtown. May provide for better visibility to all areas of downtown. Will provide better pedestrian environment, on-street parking, and better streetscape opportunities. Also provides outdoor café opportunities along north side of RGB.
One-Way Couplet with Main Street	●	●	●	●	●	●	●	●	4	Will provide better vehicular operations. Will provide better visibility to all areas of downtown. Can provide for better bike, ped, and on-street parking opportunities. Provides for formal bike lanes.
Main Street Modified	●	●	●	●	●	●	●	●	5	Maintains current through-put for traffic. Maintains existing sidewalks. Provides for on-street parking and bike lanes.
East Canon										
Existing Condition	●	●	●	●	●	●	●	●	-3	The 'Do Nothing' Alternative in essence
Remove Frontage Roads and Create Boulevard	●	●	●	●	●	●	●	●	6	Improves operations at major intersections, provides more access to RGB and to businesses. Provides high level opportunity for landscape character and branding for the district and community. Provides for multi-use trail.
Convert Frontage Roads to 1-Way	●	●	●	●	●	●	●	●	2	Improves operations at major intersections. May inhibit real and perceived access to businesses along frontage roads. Provides for a higher level of landscape and branding for the district and community. Could provide for bike paths.
Modified Intersection A: Round-a-bout	●	●	●	●	●	●	●	●	4	Improves operations at major intersections. May inhibit real and perceived access to businesses along frontage roads. Provides for a higher level of landscape and branding for the district and community. Could provide for bike paths.
Modified Intersection B: U-Turn	●	●	●	●	●	●	●	●	3	Improves operations at major intersections. There is a greater impact to private property to implement.
Modified Intersection B: Jug Handle	●	●	●	●	●	●	●	●	3	Improves operations at major intersections. There is a greater impact to private property to implement.