



City of Cañon City

US 50 Corridor Plan

Public Meeting

29 October 2014

agenda



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

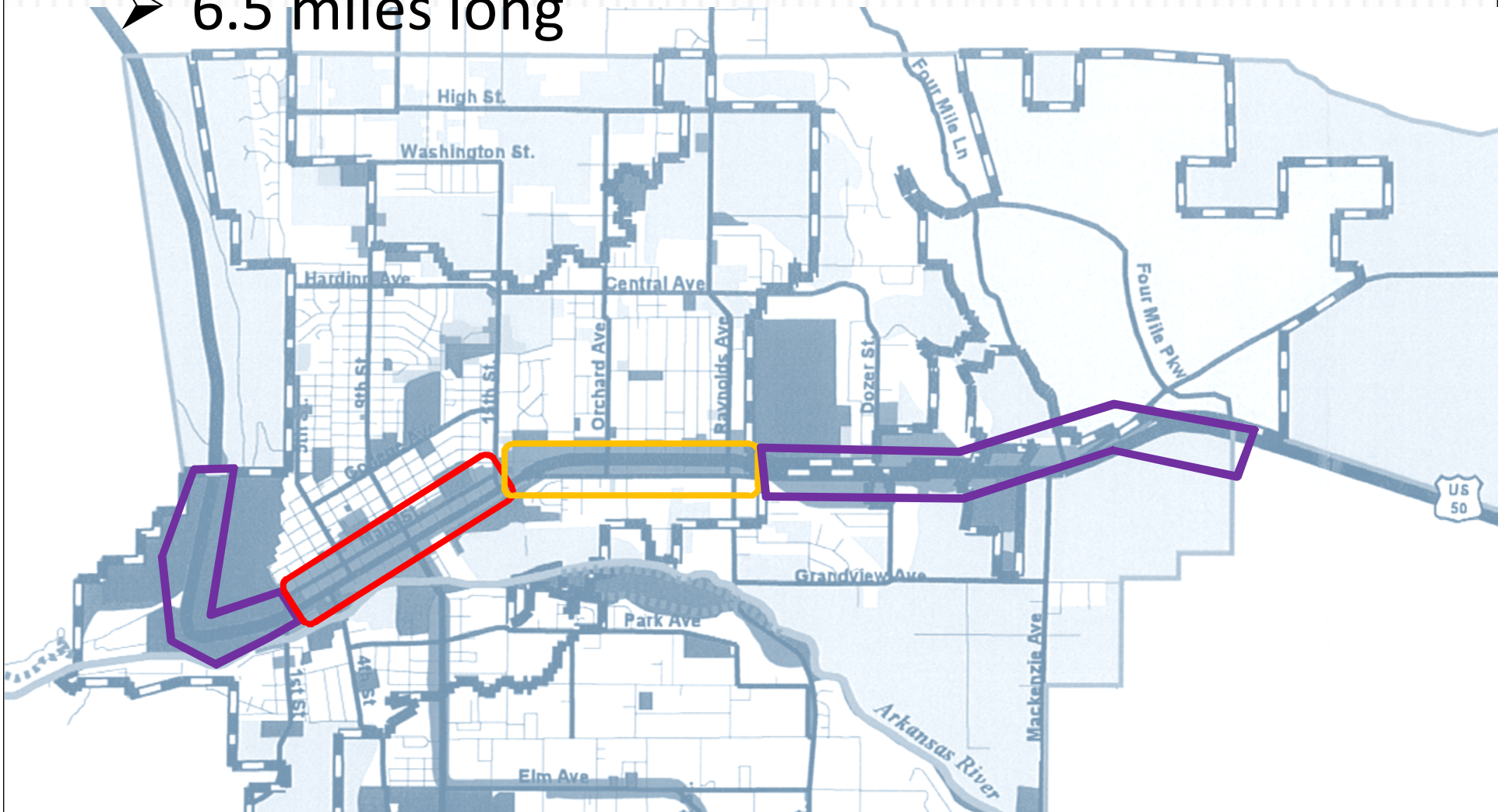


the project

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

the focus – the study area

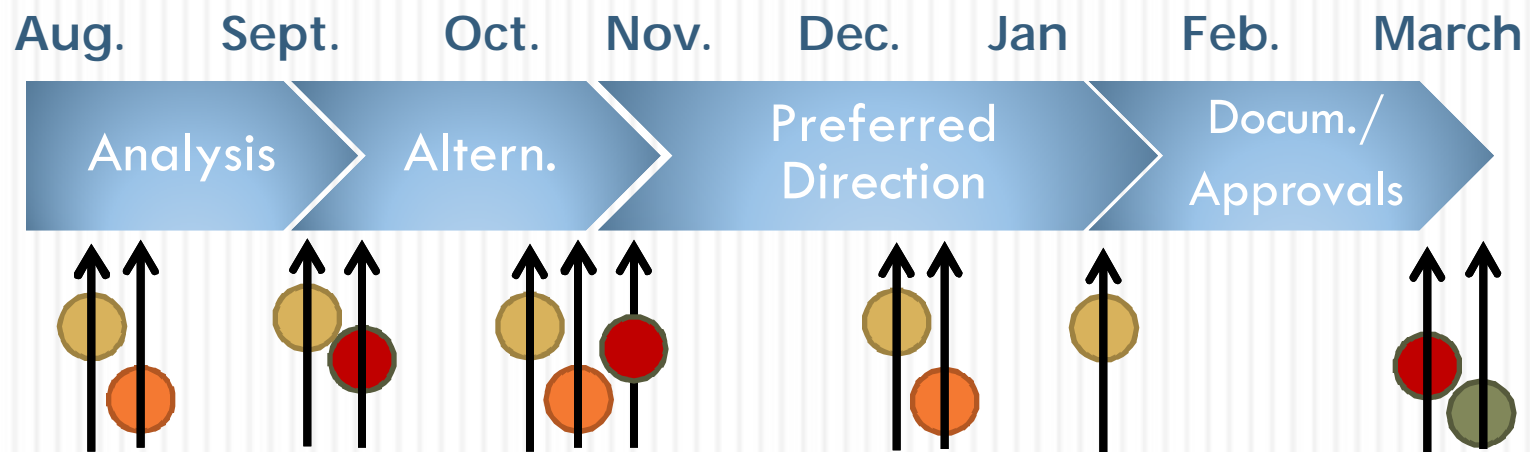
➤ 6.5 miles long



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

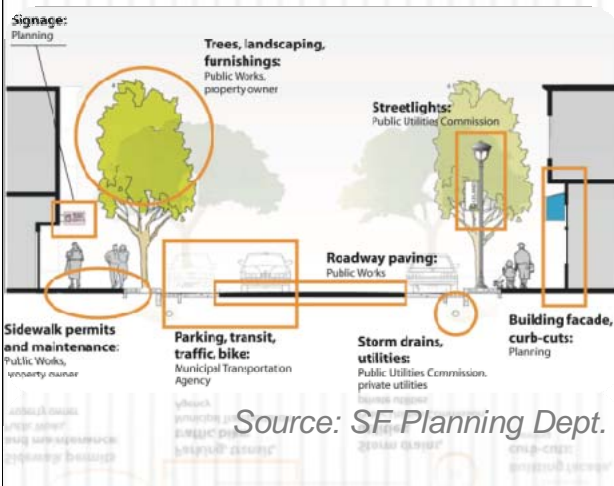
the focus

- ❑ 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



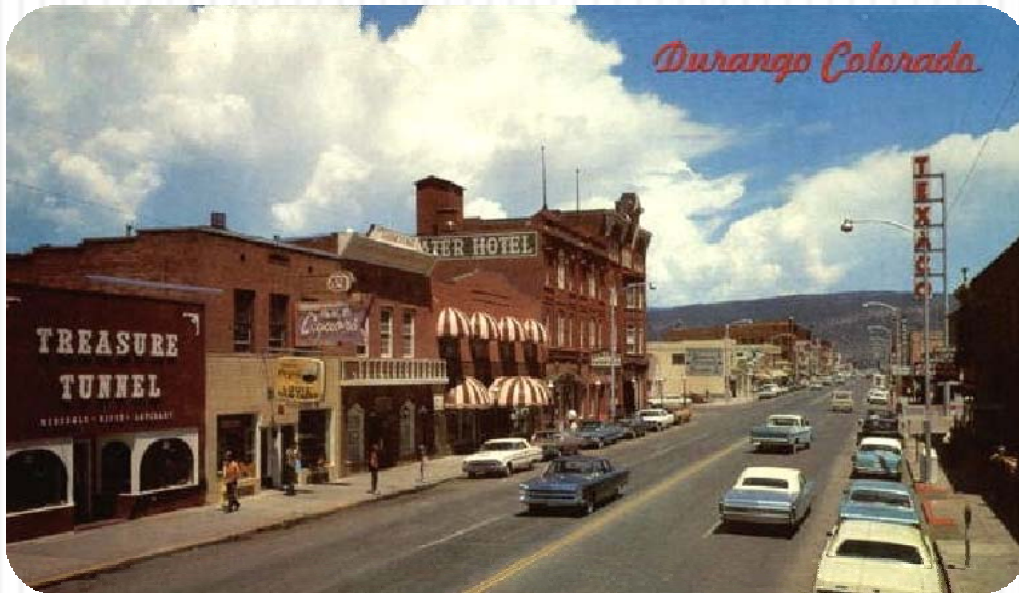
Source: Denver Public Works



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



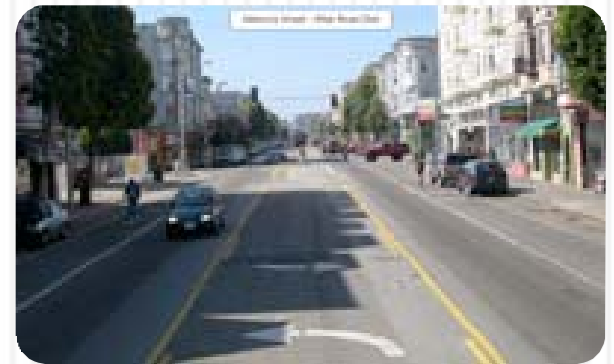
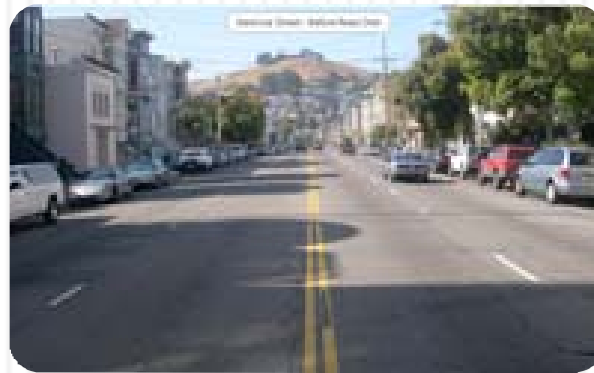
Source: www.fortlewis.edu

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**
 - C**omfort
 - A**vailability
 - S**afety
 - E**xperience
- ❑ **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 – 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



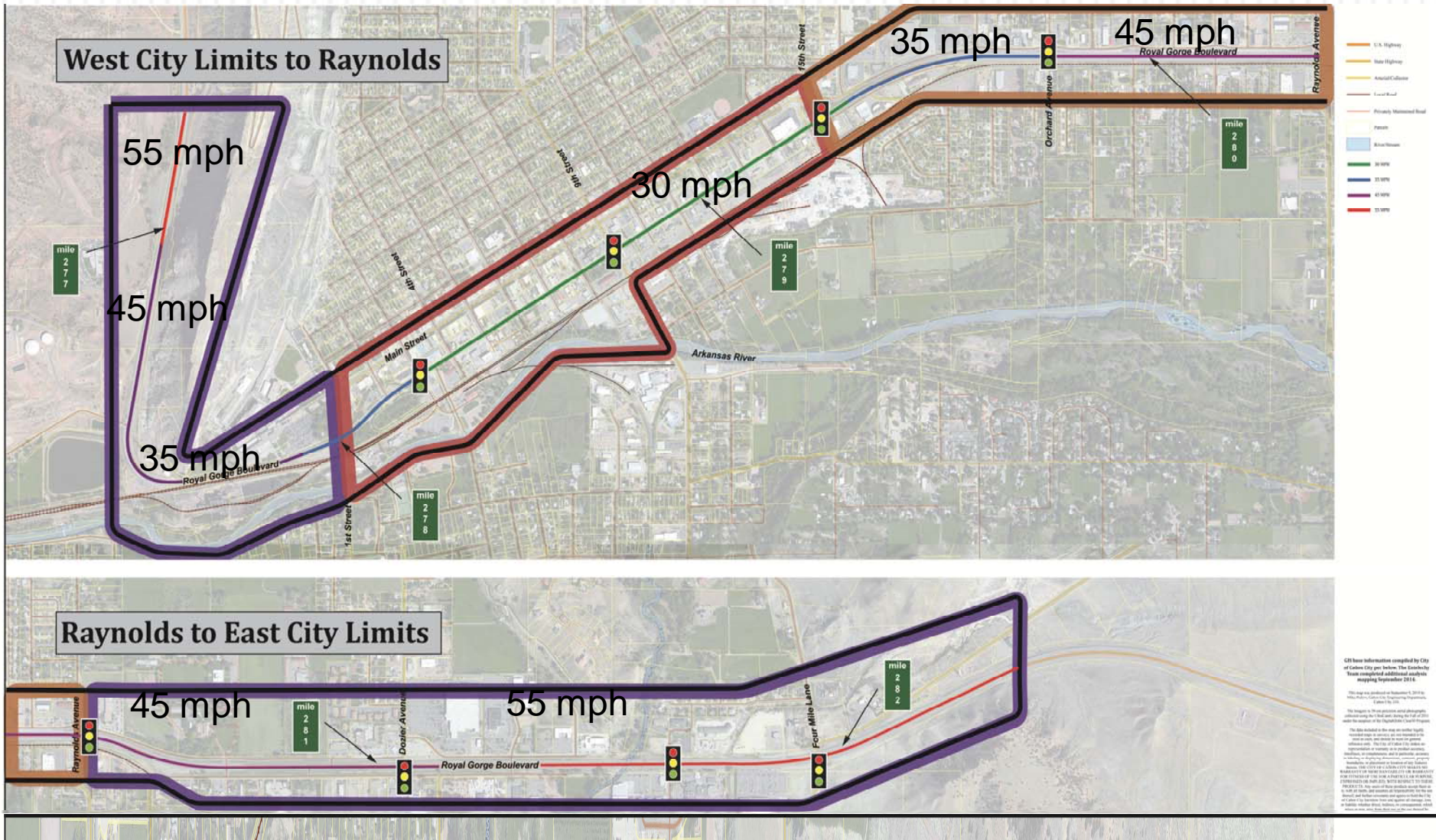
analysis - mobility

Bicyclists

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

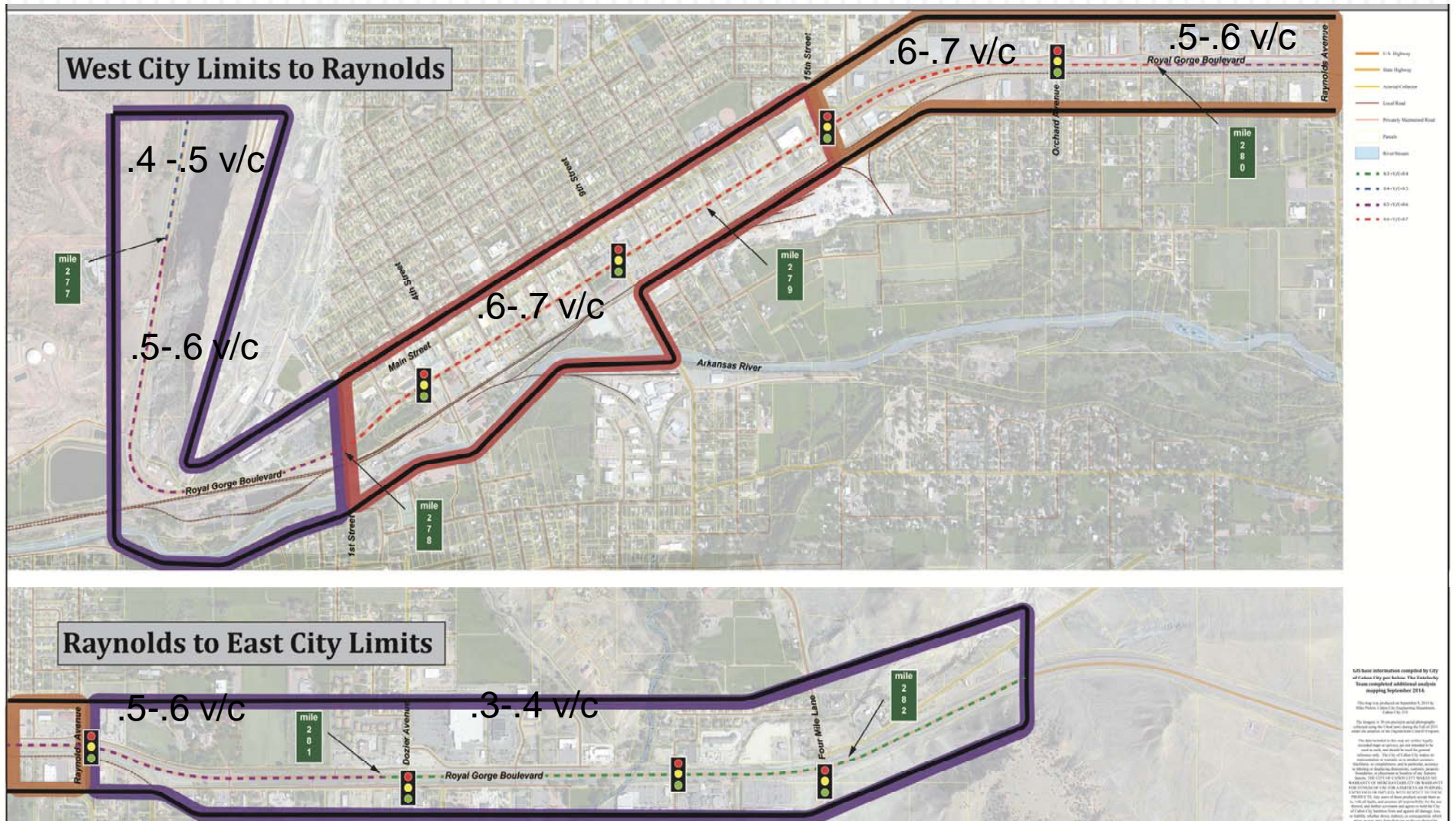


analysis – existing speed limits



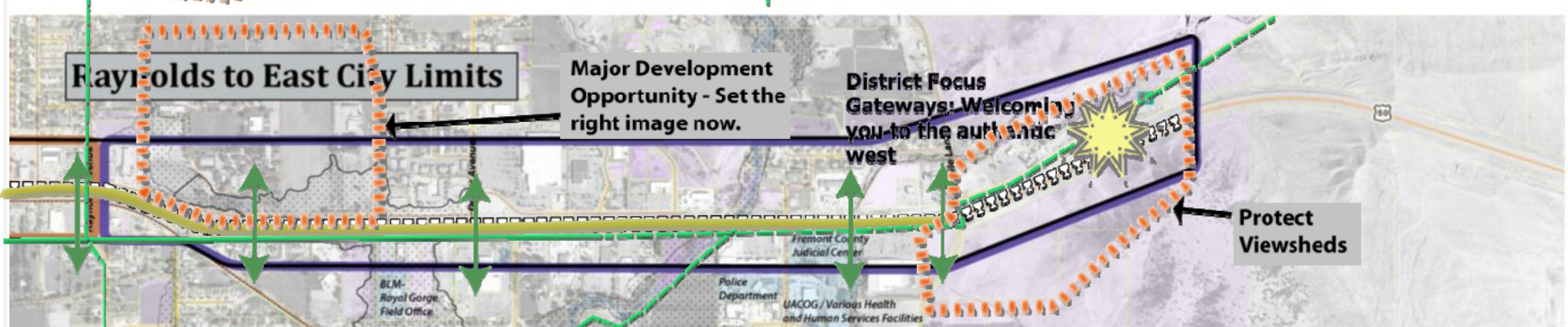


analysis – future volume to capacity (v/c) ratios (20 years from now)





the big ideas





economic vitality

the big ideas

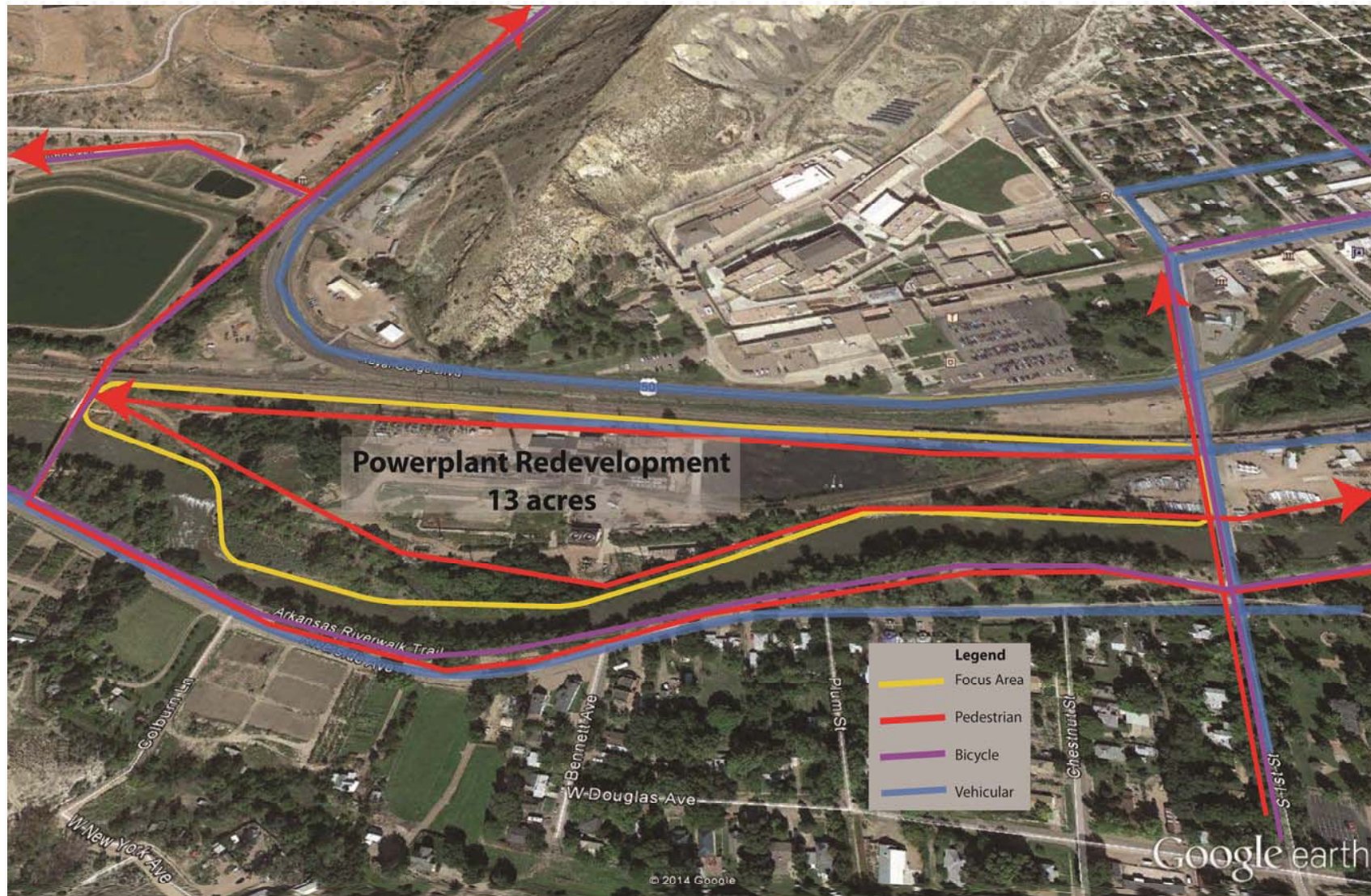
In 2001, the Comprehensive Plan described the importance of a successful downtown:

- 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.

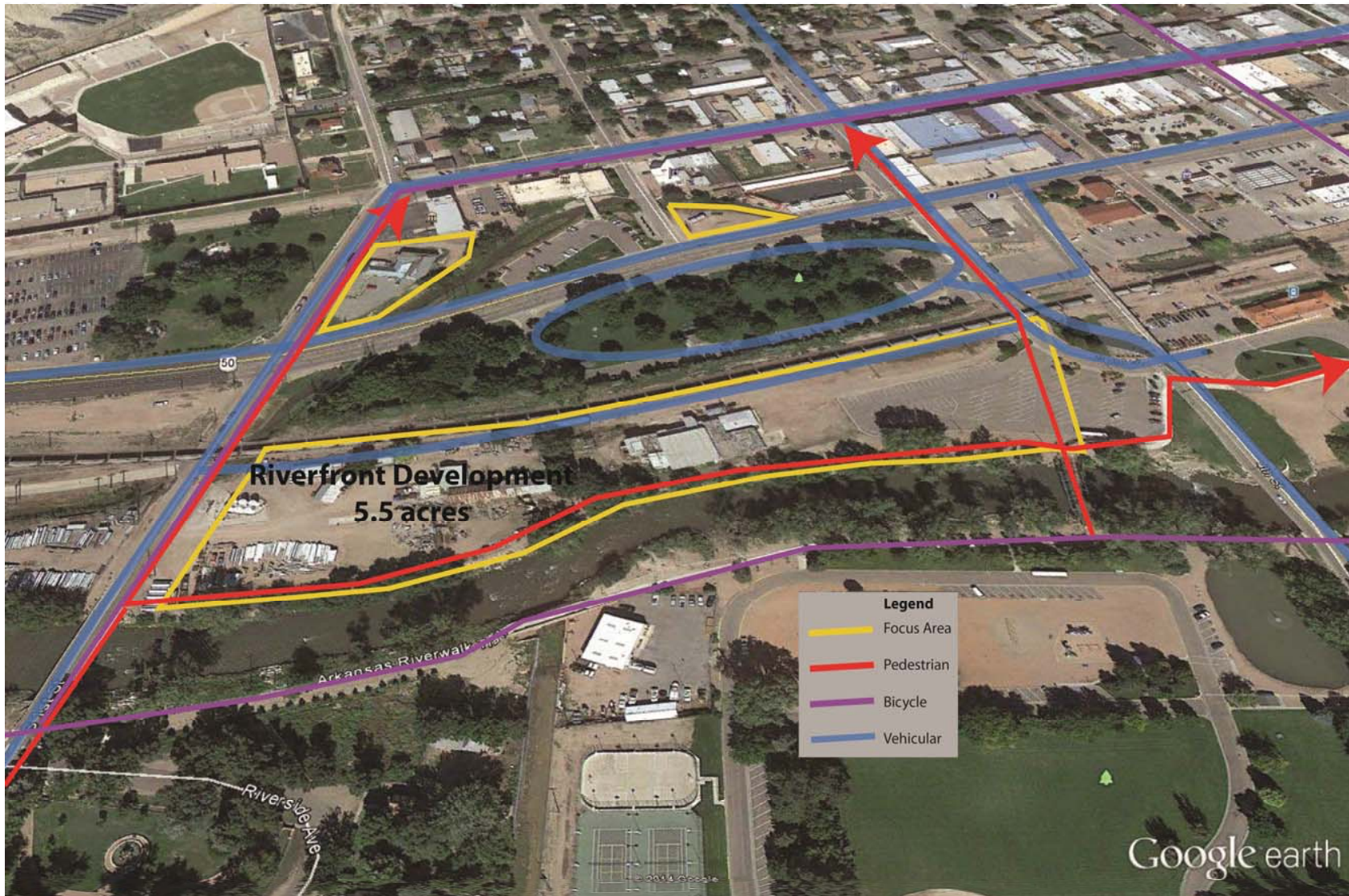
2012 Downtown Plan:

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.

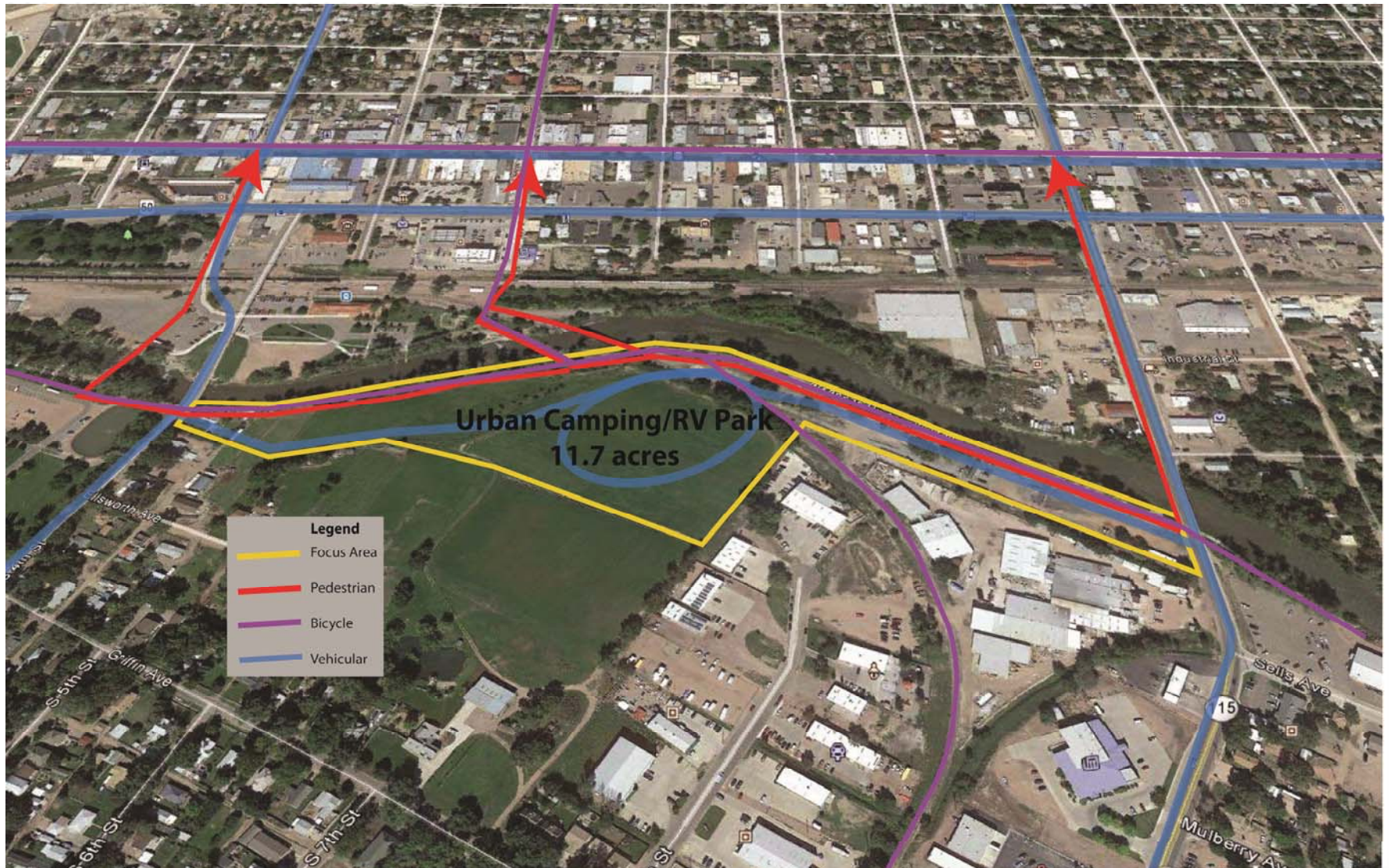
the big ideas



the big ideas



the big ideas



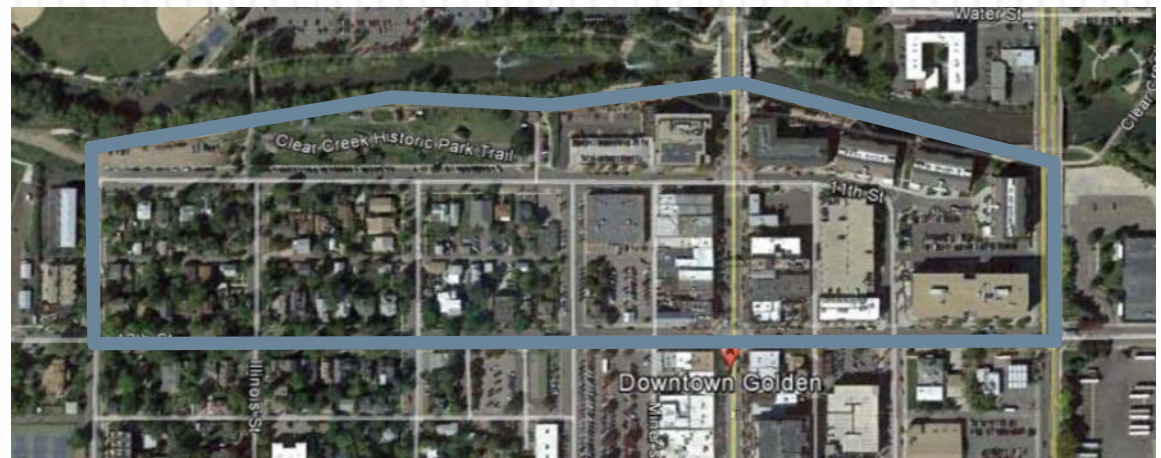
the big ideas

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

\$ \$ \$





mobility alternatives



net• work

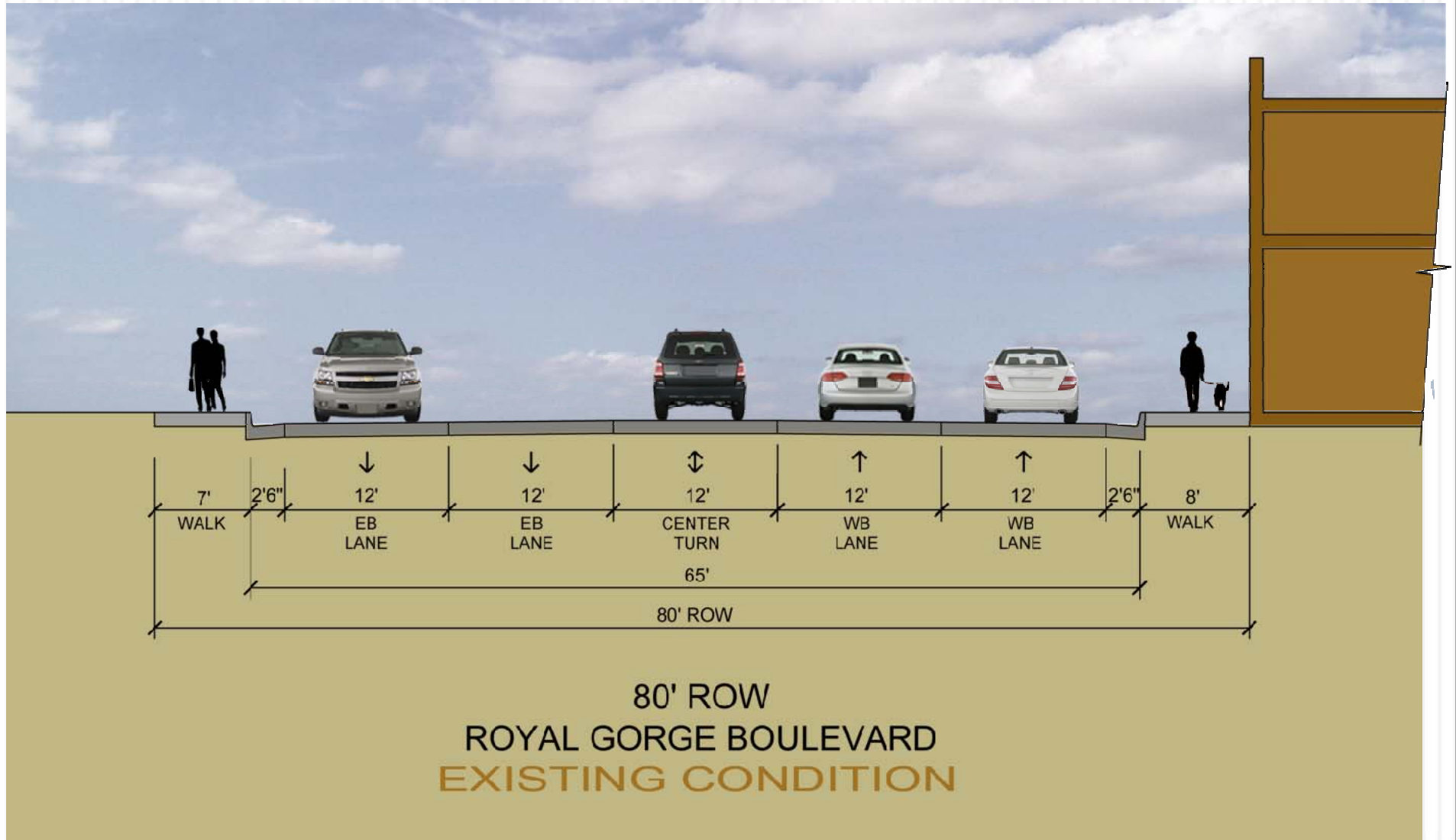
\ 'net - ,wərk \

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



downtown

downtown



alternatives: downtown

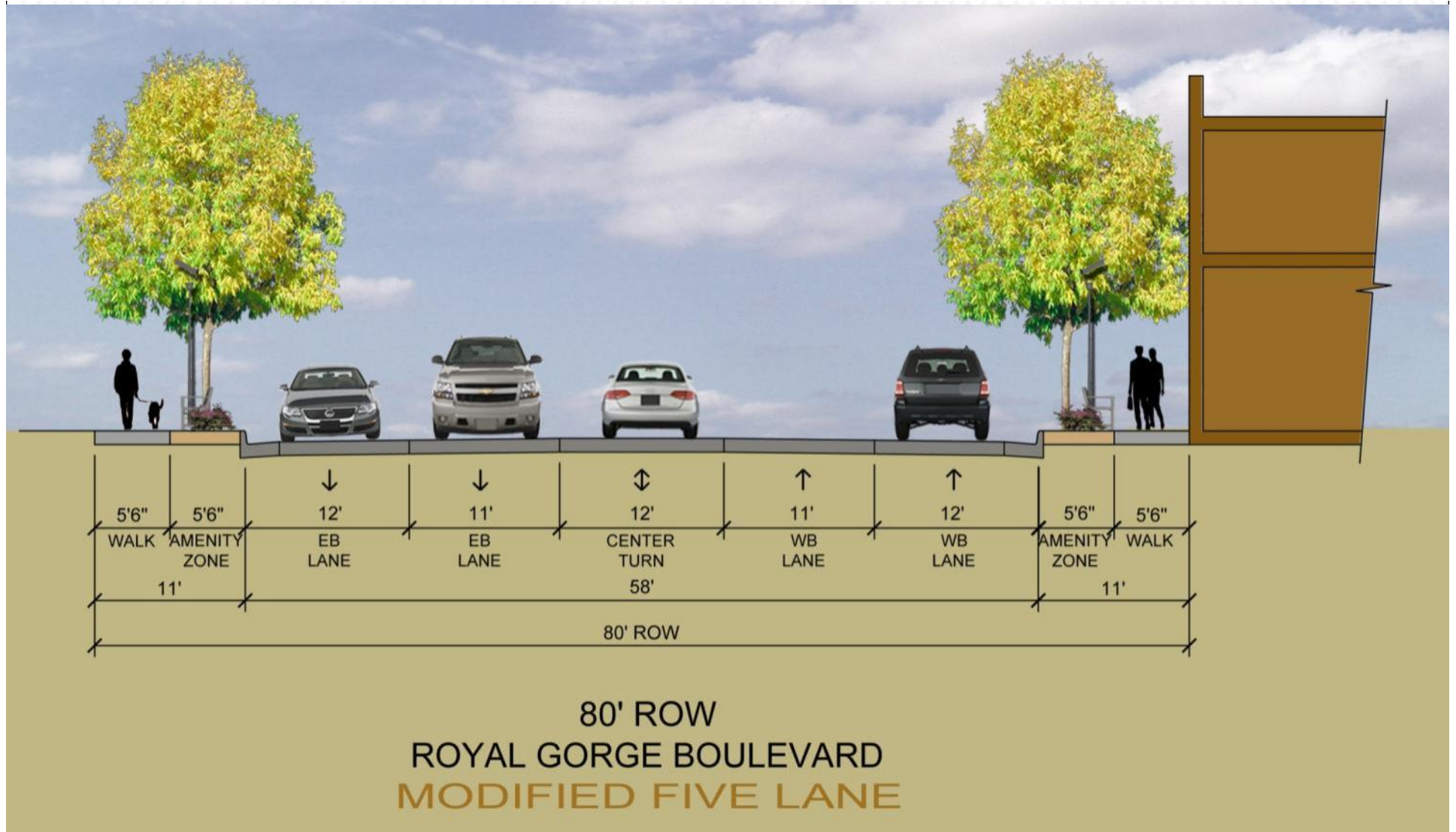
RGB:

- 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



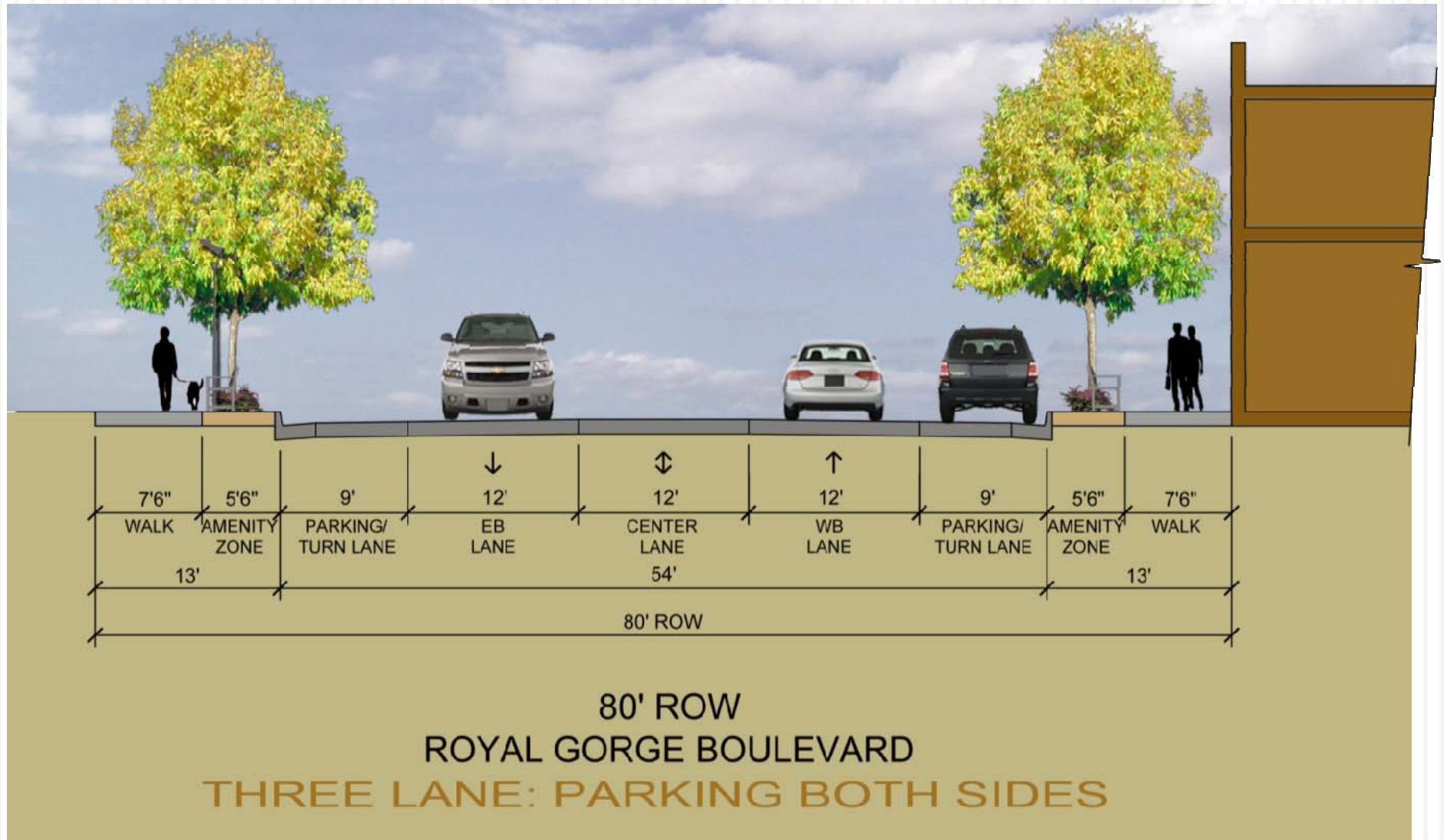
RBG: three lane alternatives



RBG: three lane alternatives



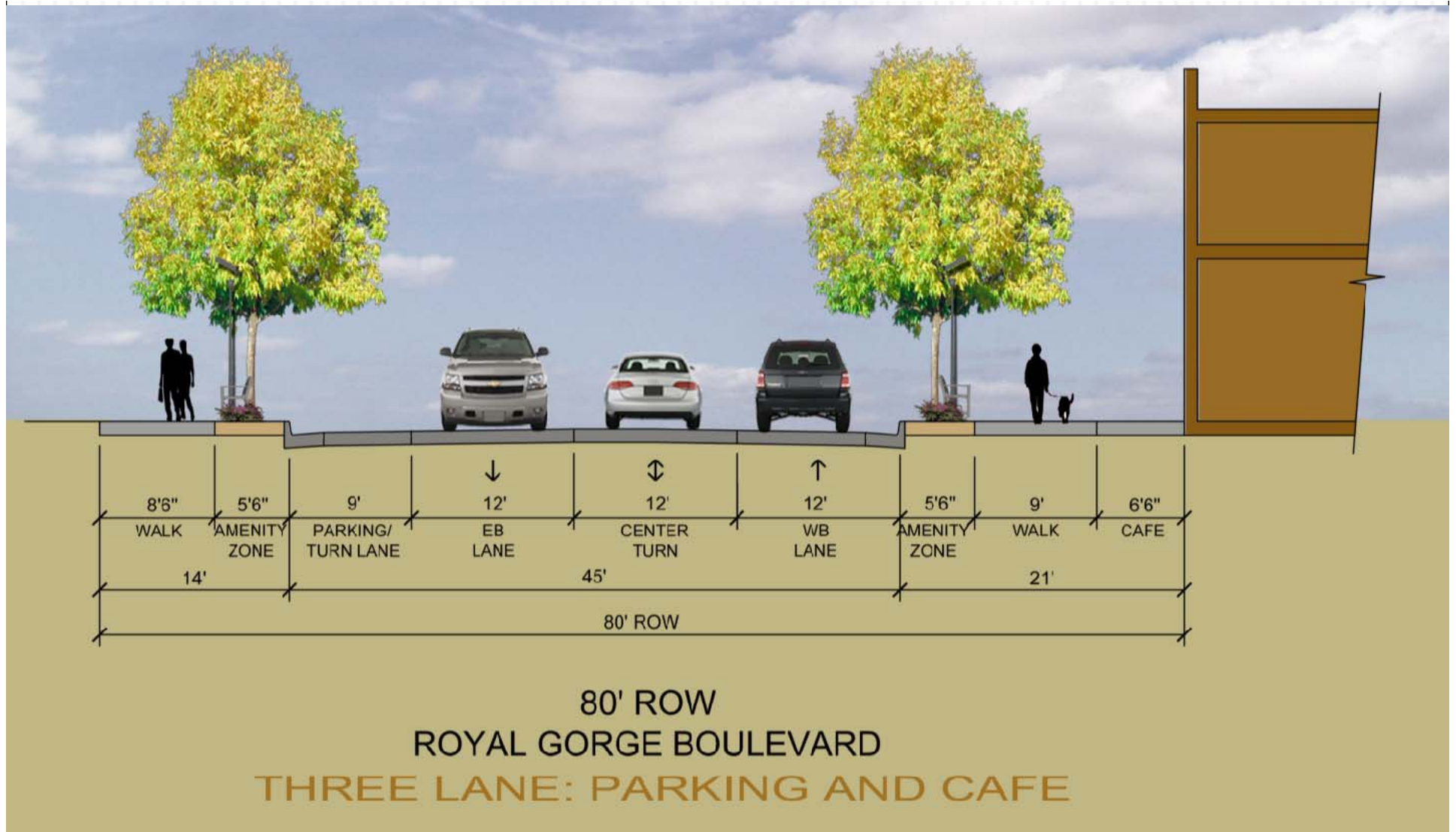
RBG: three lane alternatives



RGB: three lane alternatives



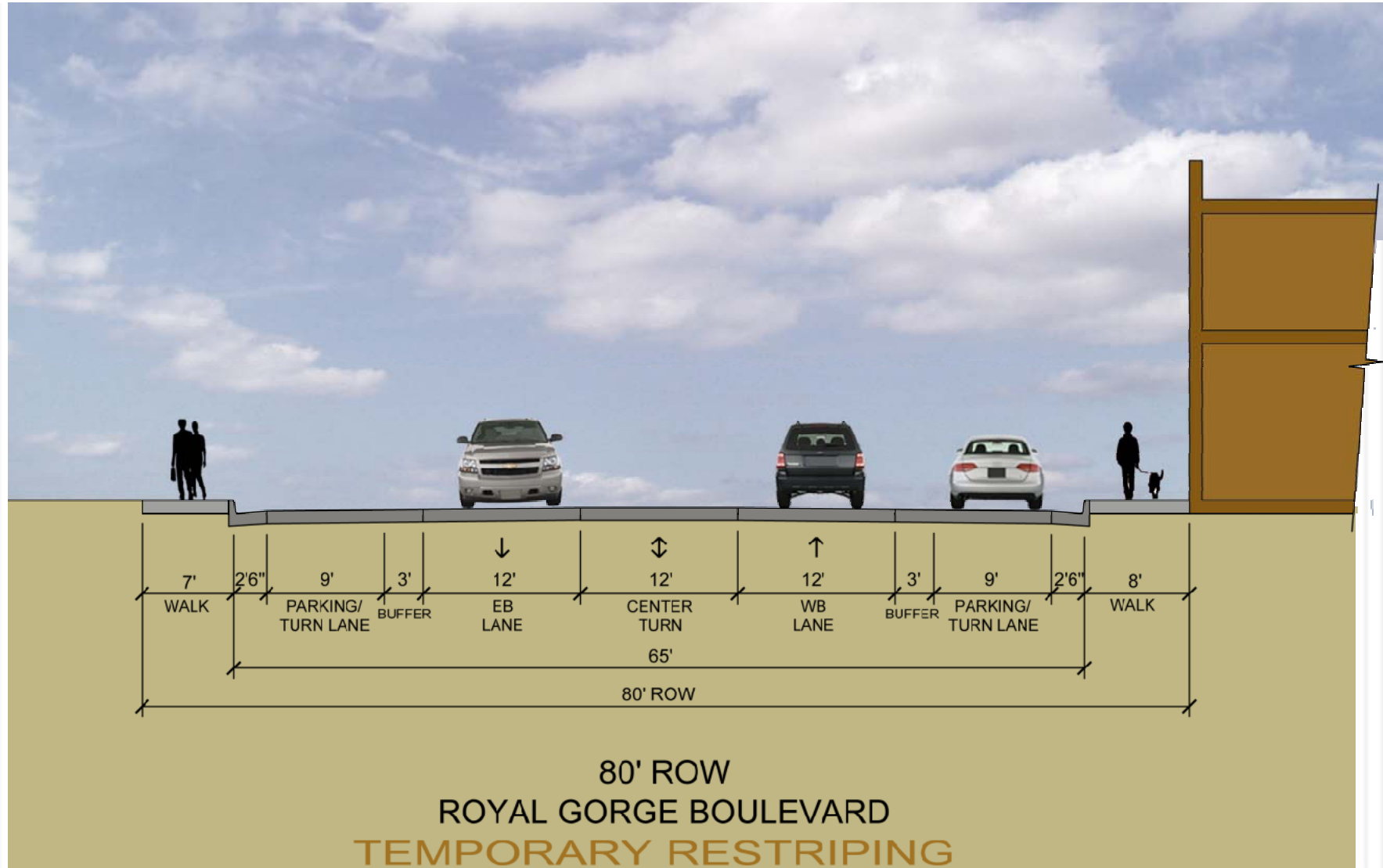
RBG: three lane alternatives



RBG: three lane alternatives



RBG: three lane alternatives



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):

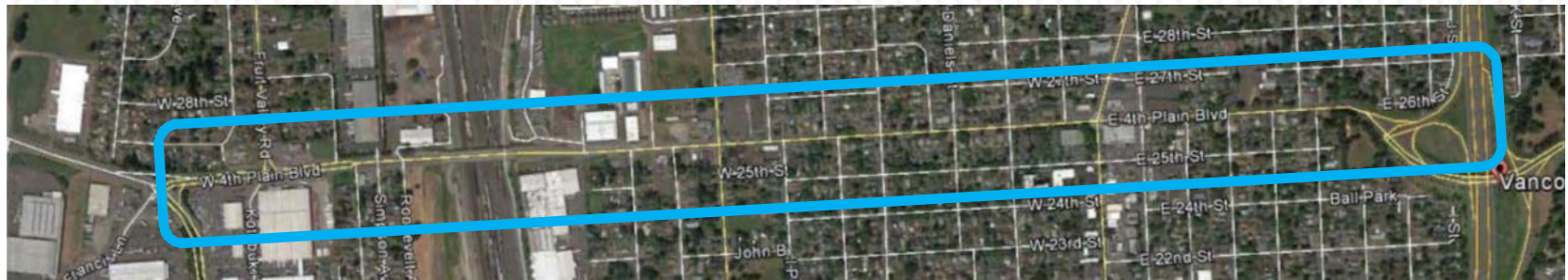
- 2 through lanes, center turn lane, bike lanes, striped on-street parking lane



Source: Caltrans

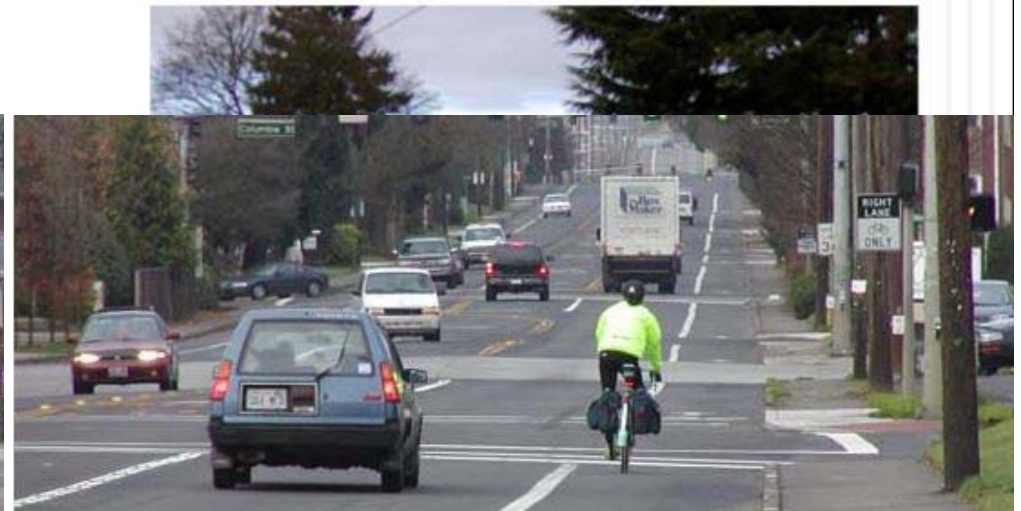
case studies

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:

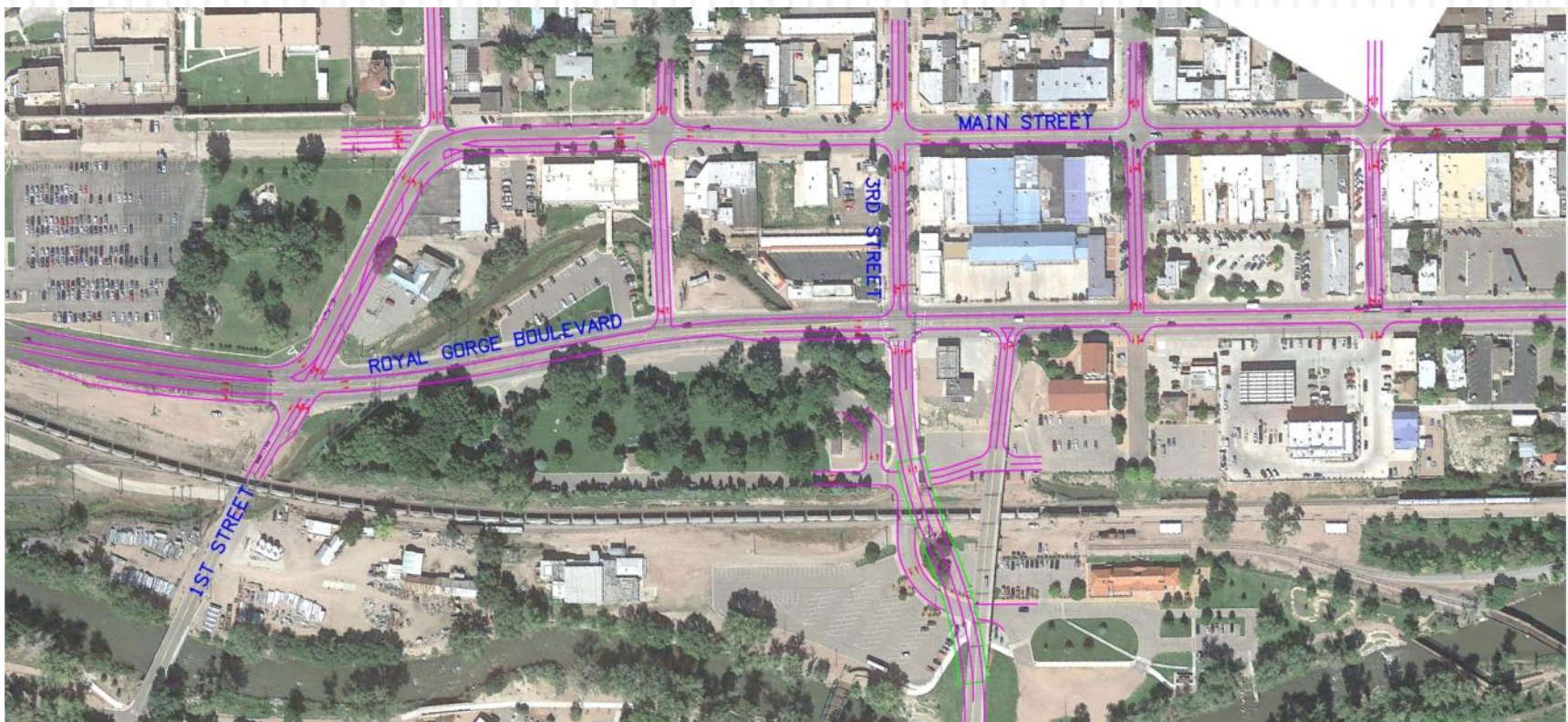
- ADT: 12,000 ADT
- Speed: About 45 mph

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

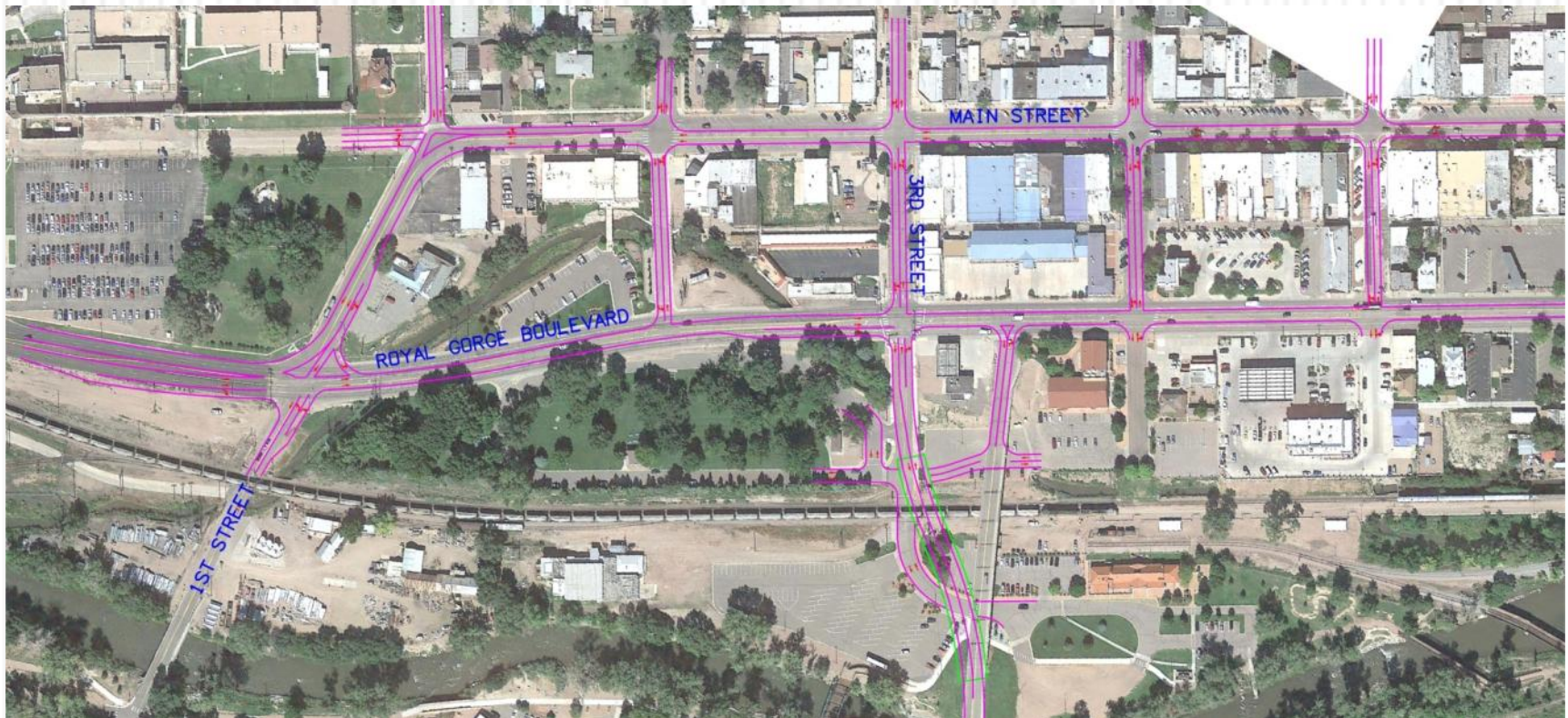
RGB: one way couplet alternative

two-way 1st Street option



RGB: one way couplet alternative

one-way First St. option



RGB: one way couplet alternative

15th St. intersection option

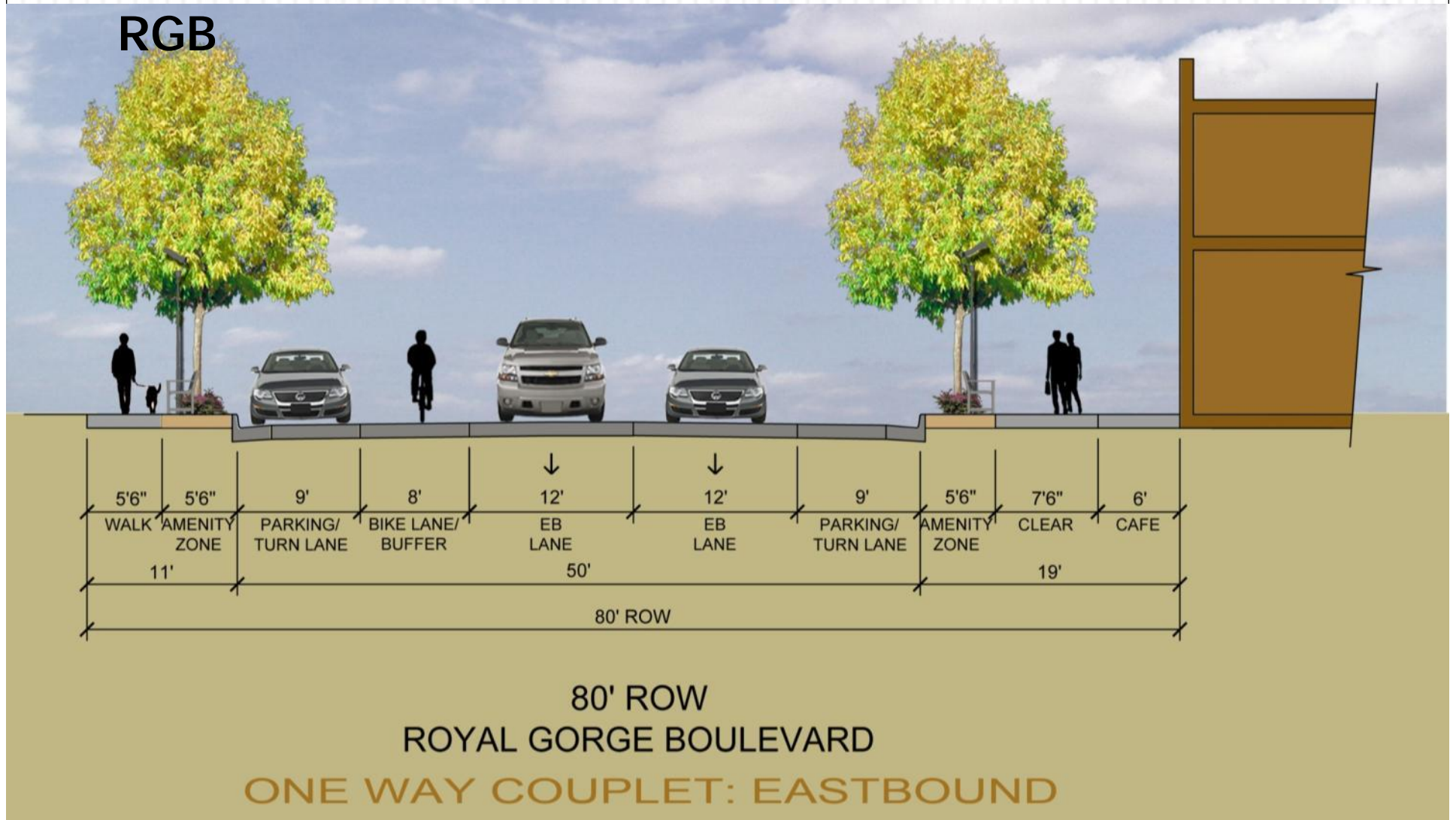


RGB: one way couplet alternative

15th St. round-a-bout option

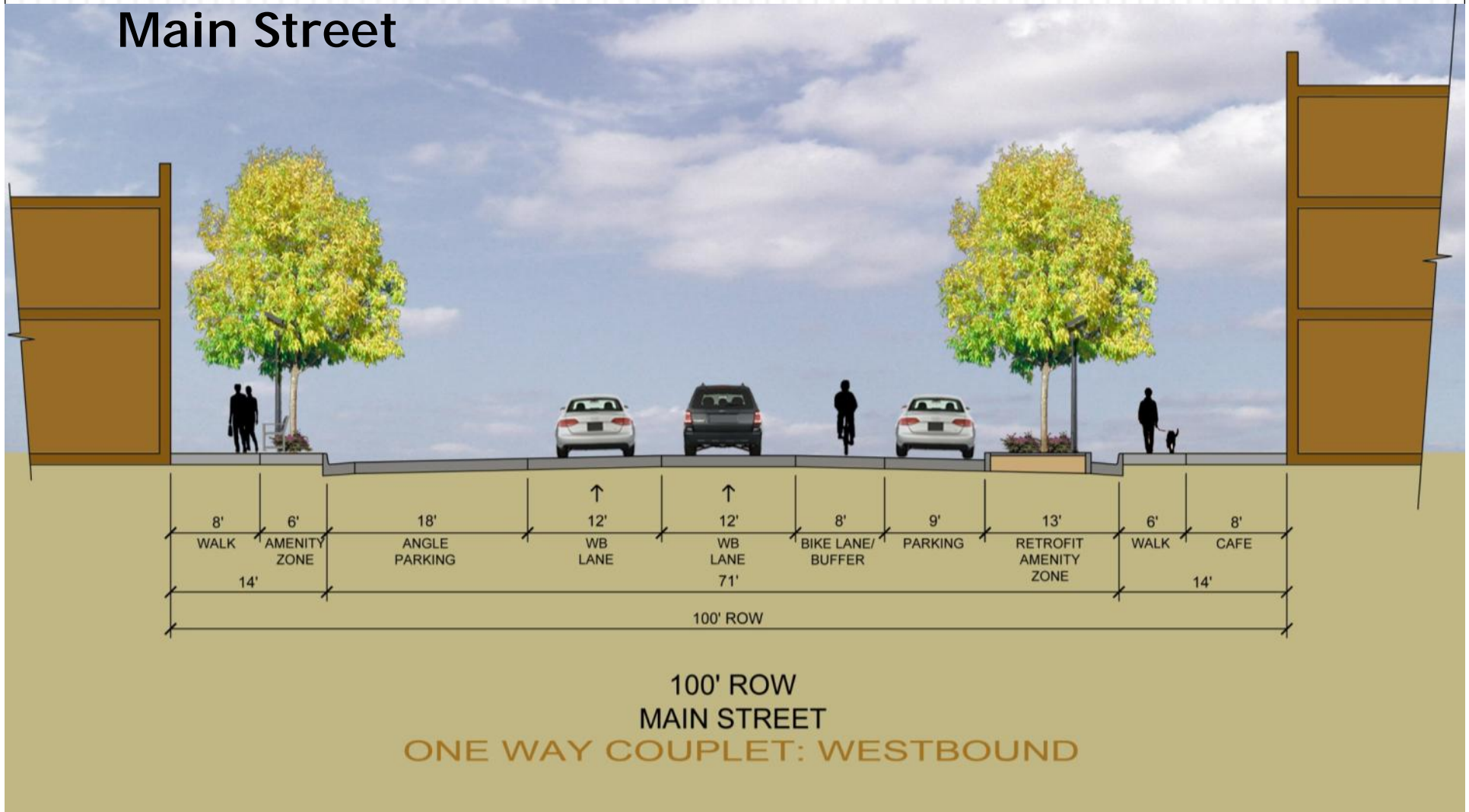


RGB: one way couplet alternative

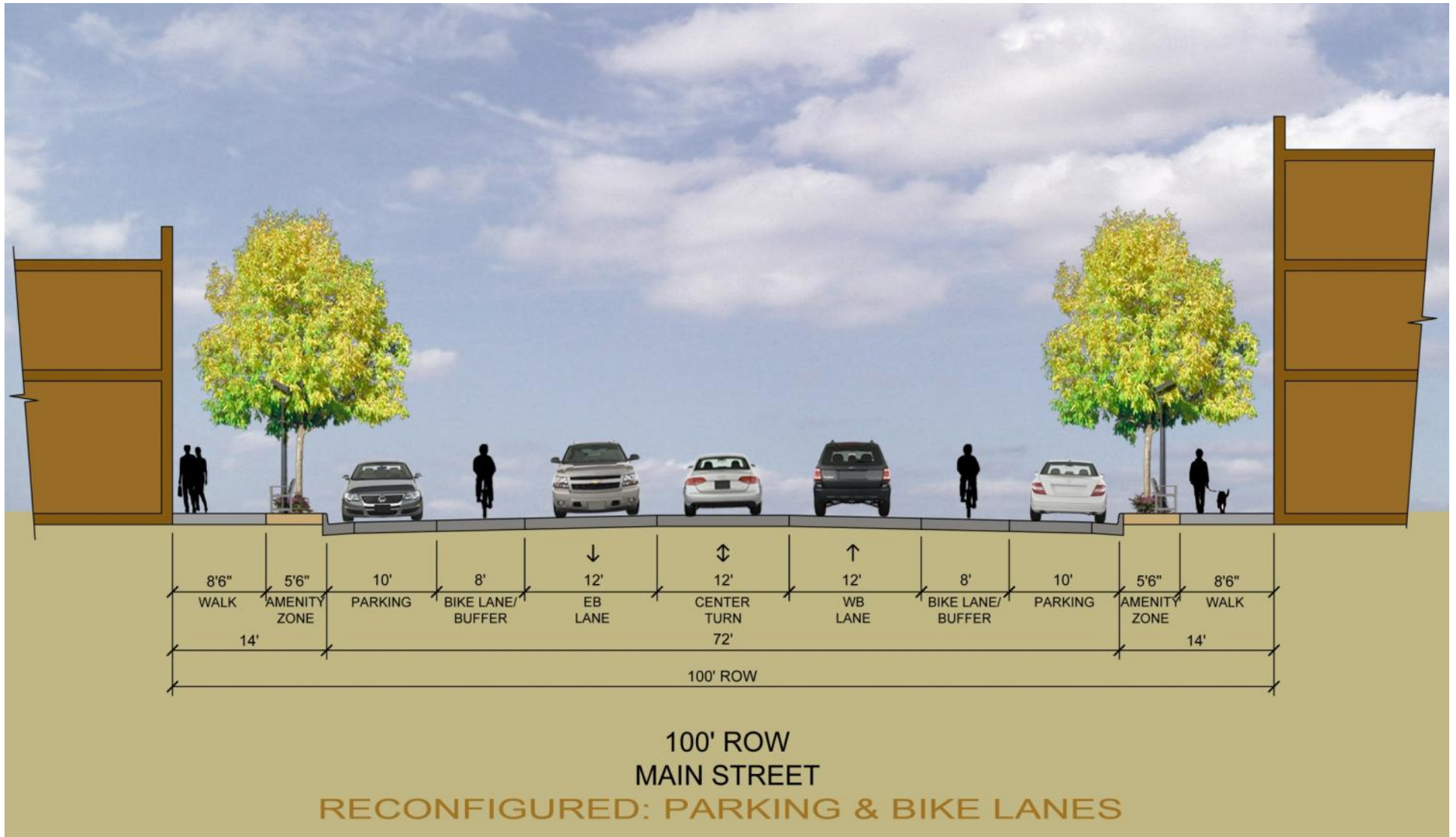


RGB: one way couplet alternative

Main Street



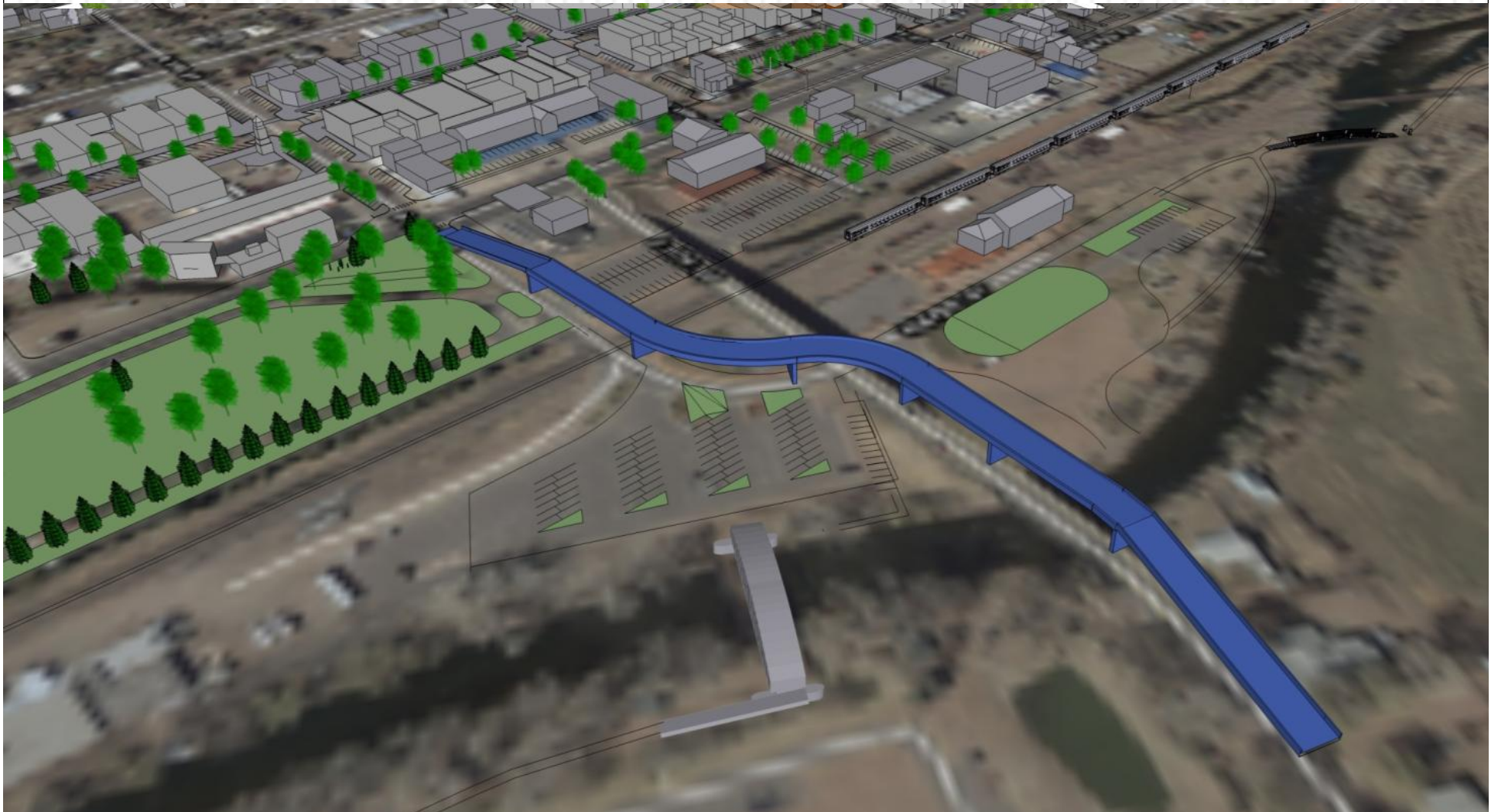
Main St: reconfigured



RGB: one-way couplet/reconfig.



New 3rd/4th Street bridge





east canon

alternatives: east cañon

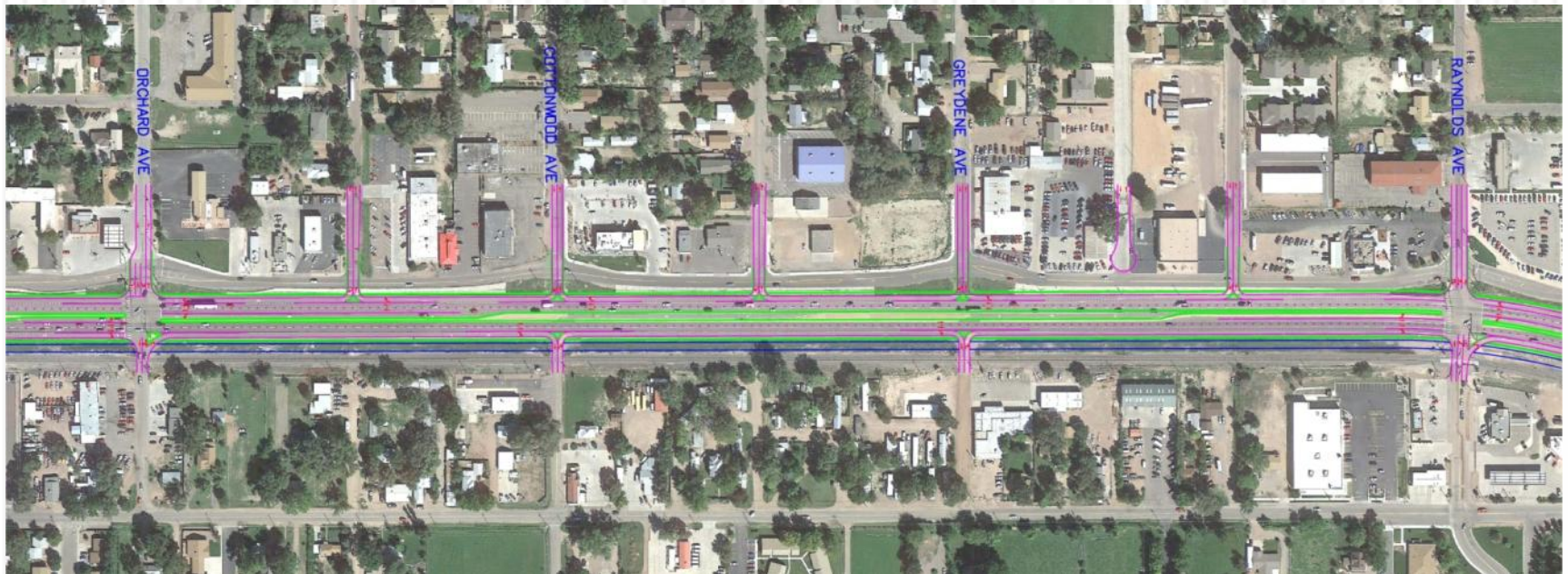


- Convert Frontage Roads to 1-Way
- Remove Frontage Road and create a Boulevard
- Modified Intersections
 - Round-a-Bout
 - U-Turn
 - Jug Handle

one-way frontage alternative



remove frontage road alternative

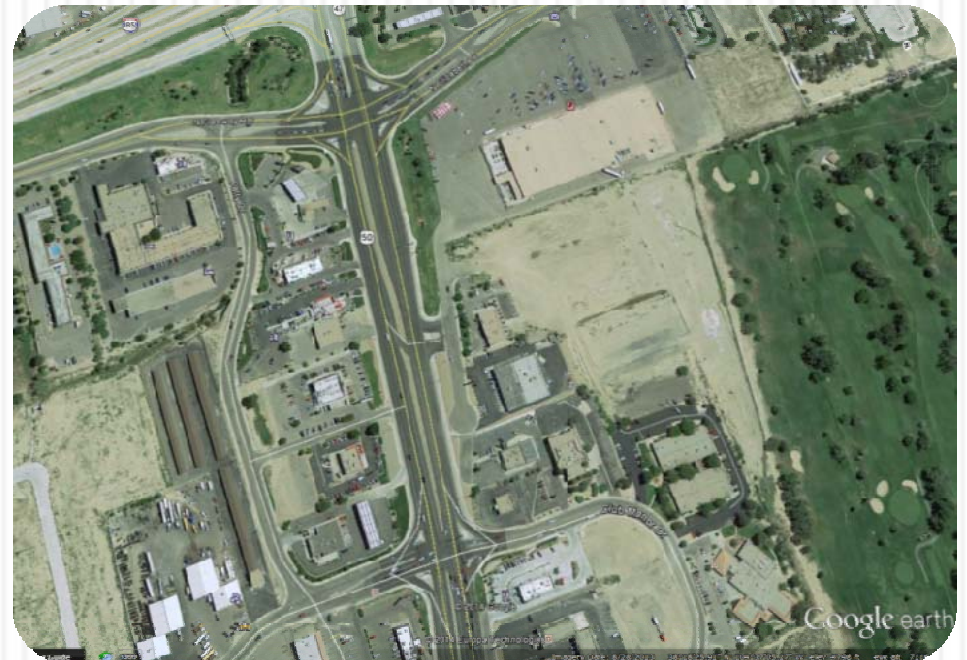


case study

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

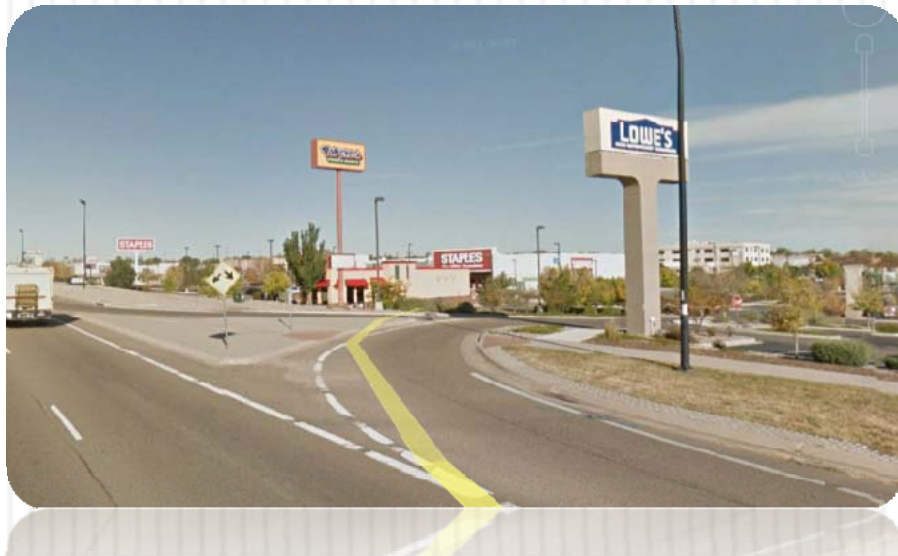


Plan View of US 50 from Club Manor to Elizabeth: Modified frontage road on South and new backage road on North



case study

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

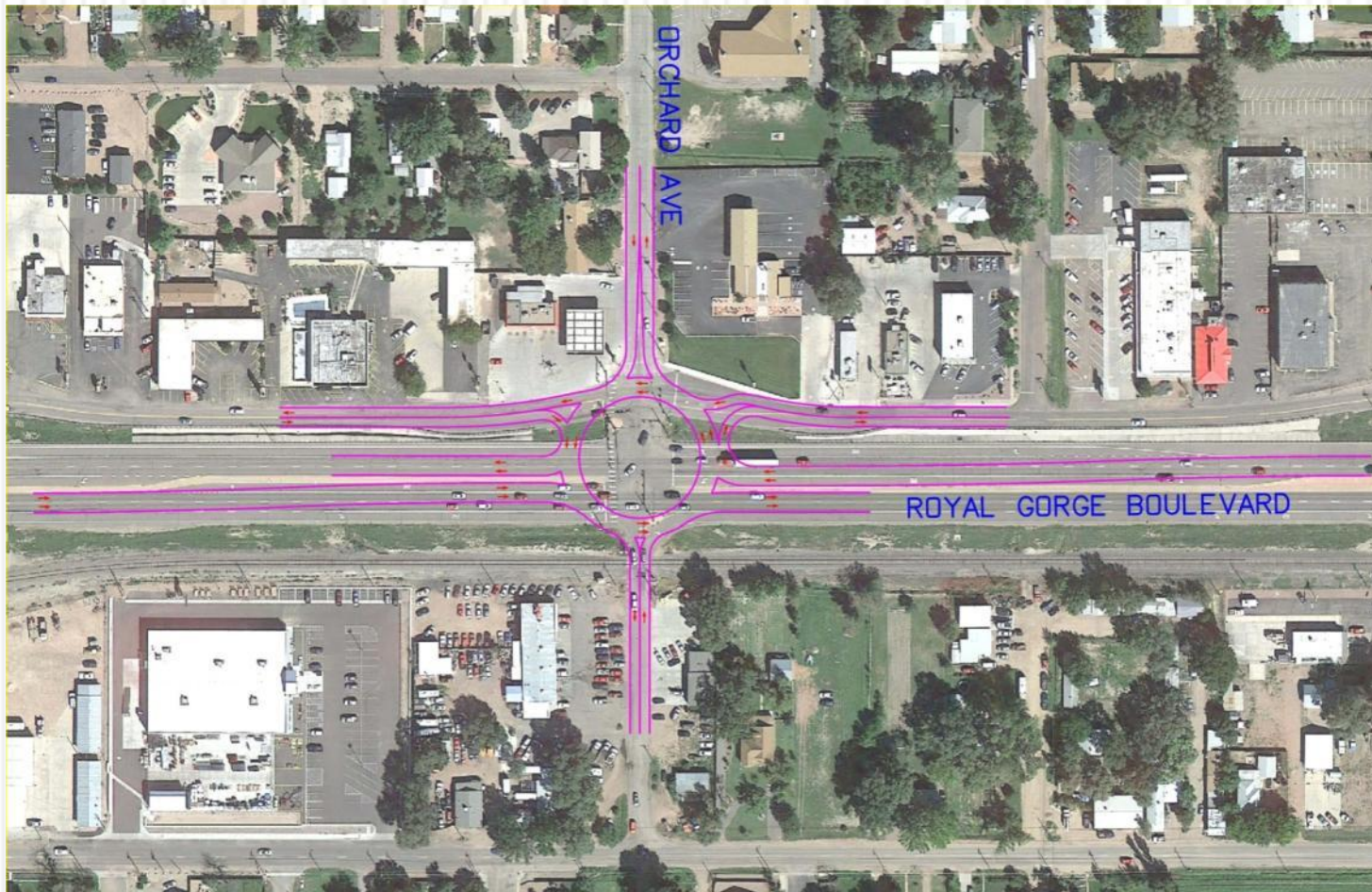


US 50 in Pueblo Looking east
from Baltimore: Sidewalk
adjacent to US 50 were Frontage
Road was originally



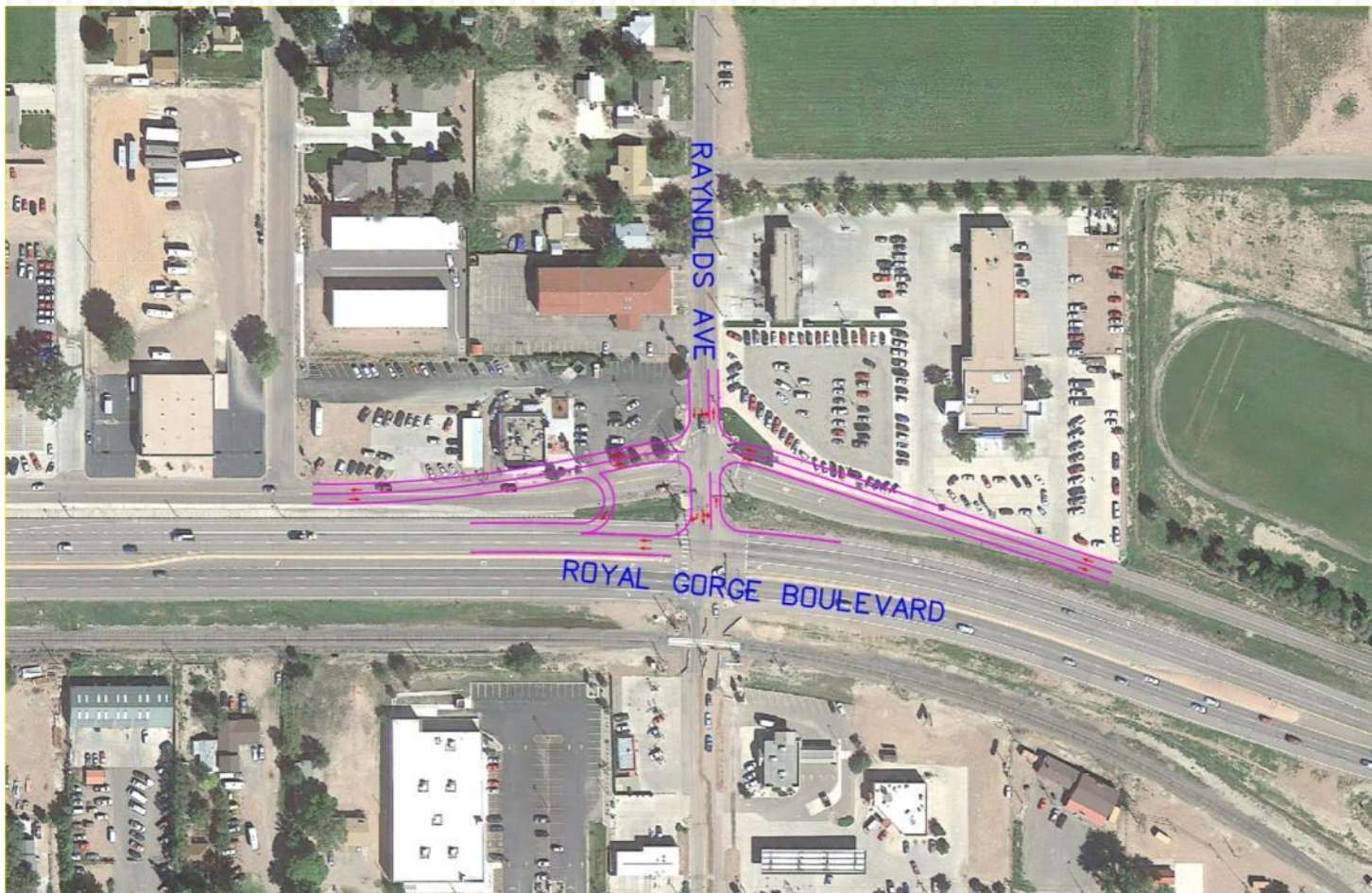
modified intersection alternatives

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

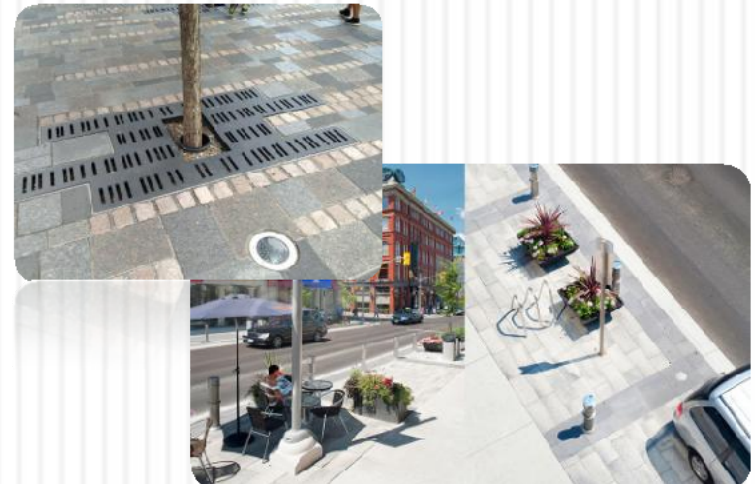


East Cañon
Alternative 2

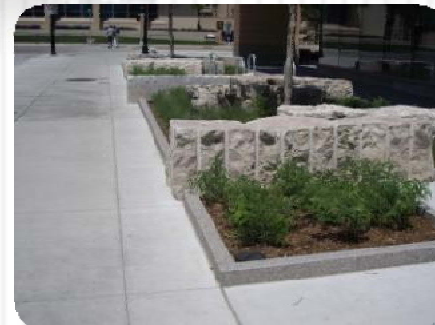


landscape design inspiration

Downtown
Alternative 1

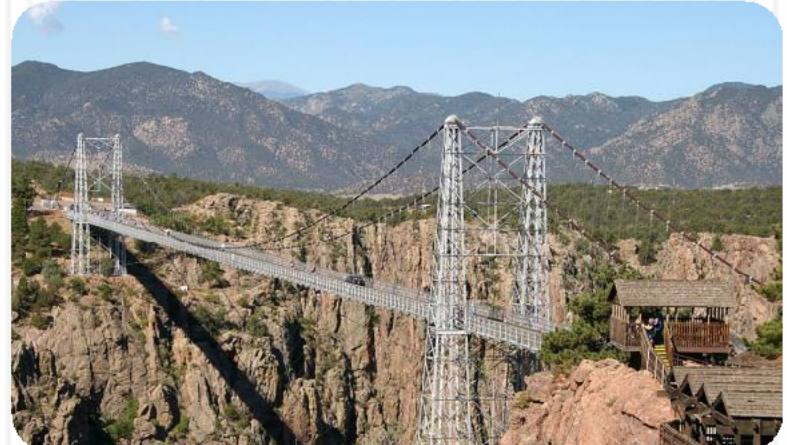


Downtown
Alternative 2



wayfinding and monument signage

Historical and architectural precedent



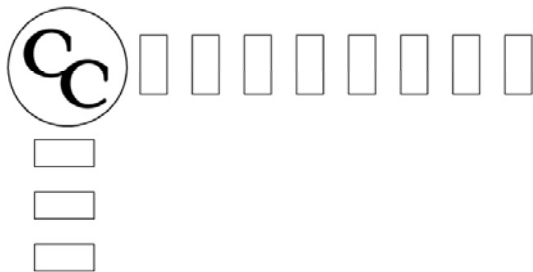
wayfinding and monument signage

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

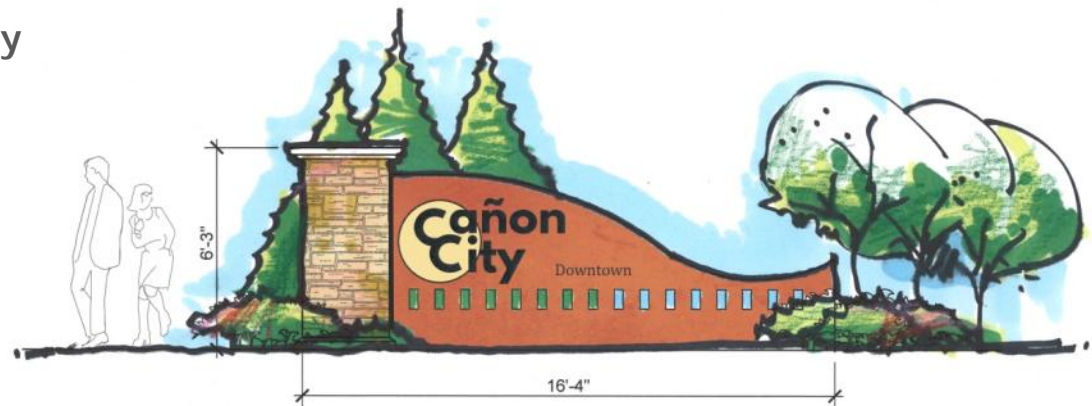


monument sign concepts

Alternative 1: Secondary monument sign

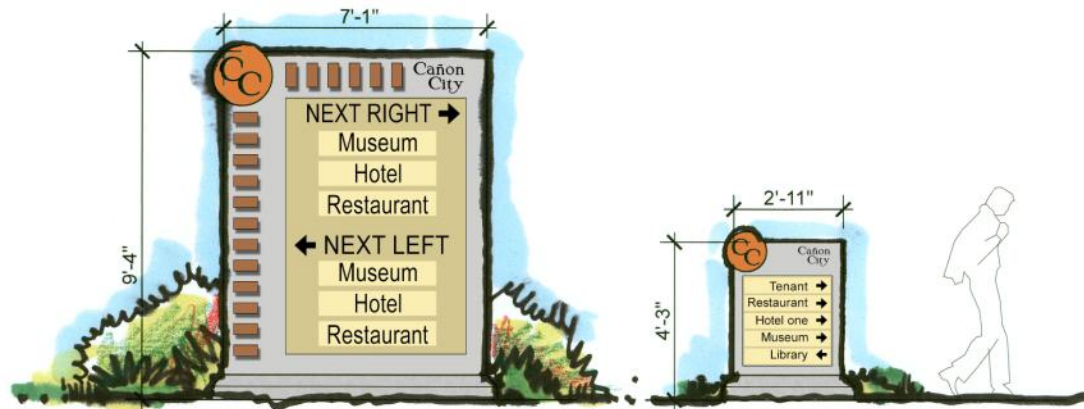


Alternative 2: Secondary monument sign



monument sign concepts

Alternative 1: Community wayfinding signs



Alternative 2: Community wayfinding signs

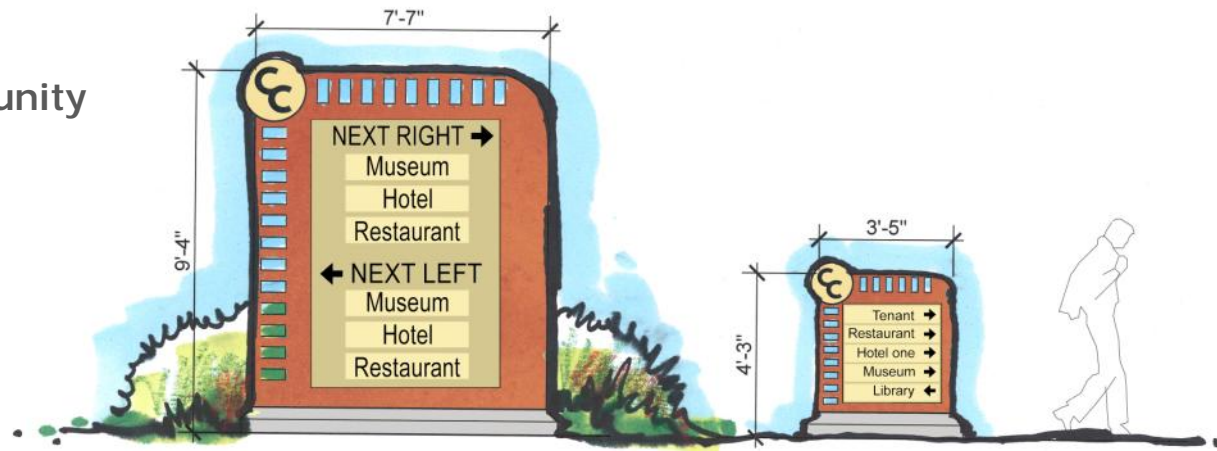




table talk



next steps
preferred direction and
implementation strategy

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.

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		Last	email	phone number
First				
1 Sue	Farringer			719-784-7310
2 Jack	Elliott			719-275-2797
3 Norma	Elliott		norme@prof.net	719-275-2797
4 MARK	Grice			719-289-6445
5 Celia Fisher			carla@doccolo.net	275-8357
6 JIM	DAVE R NICK			275-3040
7 Tony	Greer		tony@tonygreer.com	671-5250
8 Mike	WALSH		mikeswalsh@brennan.net	315-2009
9 Cheri	Fry		jerifry@sacola.net	275-4410
10 JAMES	Hedachman		rookie from 187@yahoo.com	
11 POISSON	MURPHY		941 GLENN	275-4633
12 TONY FARRINGER				289-9027
13 Kristin Bonore →			405trubankinski@yahoo.com	303-881-8724
14 Amy	Kaderman		akaderman@gmail.com	720-394-5639
15 Bob	Saulmon		saulmon@brennan.net	719-275-1226
16 Brenda	McKay		mpkbre80@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		Last	email	phone number
First				
1	DEBN	LINDNER		275-6821
2	STEVE	LINTNER		275-8838
3	Mary	Chamberlain	meschamberlain@gmail.com	275-6733
4	Carol	McNair	colandrogann@gmail.com	275-1468
5	Mike	Starika	mdstarika@msn.com	371-2961
6	WILMA	DYER		
7	Kathy	Boone	Kpoider56@MSN.com	276-0899
8	Betty	Pardue		429-2559
9	Bill	Matthews	MattW04@yahoo.com	429-2241
10	Shirley	SQUIER	drshirley5941@aol.com	269-3455
11	Bob	DWEIN	BOBND@BWC6.MAIL.COM	275-2795
12	Steve	Starika		269-1617
13	Carie	Canterbury	canterburycc@canuncitydailyrecord.com	
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Cañon City US50 Corridor Plan
Public Meeting #2: 29 October 2014

	Name		email	phone number
	First	Last		
1	Jim & Pat	Nelson	jim@reconstruction.net	285-8284
2	Jan Starke	Starke	jstarke@charter.net	275-9316
3	Benny Fubler			
4	Darrell	WATSON		
5	Pat - Jarda			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 Fremont Econ. Dev	armstrong@fed.a.co	719-275-8601
2	ISRAEL		HEDEX	CC BURE ROUTES	bledarx@email.com	303 638 3304
3	Debbie		Bele	Fremont County	debbie.belle@fremontco.com	719 276 7300
4	Patly		Schumacher	CHAMBER	123lookyme@gmail.com	719 250 9289
5	LISA		HYRONS	CC CHAMBER	LISA@CANONCITY.EDM	719-275-2331
6	GEORGE		SMALL	PRIVATE	keeki@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	GEO	TURNER	CC&O/Creek Ditch	geoturner@gmail.com	275-3727
2	Janet	Davidson	City of Canon 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.	Kitchenpartycc@gmail.com	719-357-1796
2	Winnie S.	Staley	12th & Royal Co.		275-7022 or 275-5833
3	Debbie	Lake	CC Merchants Ass.	canonclass:fun@gmail.com	275-1428
4	Kathy	Schumacher	CCMA	123lookyou@gmail.com	719-2509289
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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	Mette	Lord		Mette.lord34@gmail.com	275-8286
2	Mona	Yellico			275-5898
3	Frank	Yellico		Frank@waltherhomes.com	275-5898
4	Kevin	River			275-6021
5	Kevin	River		24357 Riverketo.org	429-1261
6	Geo	Turner		geoturner220@gmail.com	275-3727
7	Bill	Jackson		bjackson@brennan.net	275-3901
8	Ralph	Kurowski			275-3561
9	DAVE	EMOND		emondlumber@yahoo.com	240-5526
10	DERRON	THOMPSON		enxpropane@brennan.net	269-1000
11	JIM	JAVEANICK			275-3040
12	Will	Colon		Will.C.Raftunsters.com	719-429-7238
13	WALLY	GAUDET			719-244-1113
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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 Traffic Safety /Operations/Drainage			Economic Vitality Value Creation		Placemaking		Cost Effective/ Benefit Gained	Overall Score	Notes
	Autos / Trucks	Pedestrians / Bicyclists	Drainage	Biz Visibility / Access	Entices New Development	Public Realm	Private Realm Potential			
Downtown										
Existing Condition	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	-3	The 'Do Nothing' Alternative in essence
Modified 5 Lanes	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	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	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	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	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	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	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	4	Will provide better vehicular operations. Will provide better visibiility to all areas of downtown. Can provide for better bike, ped, and on-street parking opportunities. Provides for formal bike lanes.
Main Street Modified	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	5	Maintains current through-put for traffic. Maintains existing sidewalks. Provides for on-street parking and bike lanes.
East Canon										
Existing Condition	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	-3	The 'Do Nothing' Alternative in essence
Remove Frontage Roads and Create Boulevard	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	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	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	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	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	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	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	3	Improves operations at major intersections. There is a greater impact to private property to implement.
Modified Intersection B: Jug Handle	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	3	Improves operations at major intersections. There is a greater impact to private property to implement.