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MEMORANDUM

DATE: 17 December 2014
TO: City of Cañon City / CDOT
FROM: Deana Swetlik

RE: US 50 Corridor Plan Preferred Direction for Mobility and Signage Improvements

Purpose of this Memo

This memo summarizes the preferred direction for mobility and signage improvements for the US 50/Royal Gorge Boulevard corridor ("the corridor") within the City of Cañon City. These proposed improvements are conceptual-level and were developed as part of a corridor planning process funded by the City. The memo is meant share the proposed improvements with CDOT advance of development of a full draft of the Corridor Plan. The goal of this early CDOT review process is to get CDOT's feedback on various potential options under consideration at this time, including any potential concerns that CDOT feels should be addressed (either as part of this Corridor Plan project or as part of a future Phase 2 project to model and refine the roadway designs in collaboration with CDOT).

What this Memo Contains

- Project Overview
- Preferred Direction: Mobility
- Preferred Direction: Signage
- Appendix: The appendix includes is a series of exhibits to illustrate the proposed changes. Please refer to the exhibits specific to each corridor section as you are reviewing the summary text for that corridor section in this memo. A listing of all exhibits in the appendix is included for reference at the beginning of the exhibits attachment.

Project Overview

The City of Cañon City is in the process of completing a Corridor Plan for the US 50 corridor within City limits. The local street name for this corridor from approximately 1st to 15th streets is Royal Gorge Boulevard (RGB). The City is working with a consultant team that includes Entelechy and Wilson & Company (The Team). Study Area Goals were identified by the City for the project, and these goals are included in the Appendix. An important consideration for the project was that Cañon City is a "Gateway Community" to regional activities, with US 50/RGB being the City's "front door." A guiding principle of the project was to

develop recommendations for the corridor that help support the City's new branding as "Gateway to the Authentic West."

Project Timeline

The corridor planning process began in August, 2014 and is currently anticipated to be completed in March, 2015. A more detailed project schedule is included in the Appendix.

The planning horizon for the corridor plan is 20-25 years. Except where otherwise noted, the conceptual ideas summarized in this memo are envisioned to be implemented over that long-term planning horizon.

CDOT, Stakeholder, and Community Engagement

To-date there have been two meetings with CDOT representatives during the Corridor Plan process:

- A project kick-off meeting in August 12, 2014; and
- A second meeting to present the alternatives to a larger CDOT contingent on October 29, 2014.

A series of stakeholder interviews and two public meetings in September and October were also held to obtain input into the planning process and on alternatives presented.

After the October meetings, a preferred direction for mobility improvements and signage was identified by the City and The Team, as summarized in this memo.

Corridor Districts

There are three definitive geographic areas along the length of the Study Area. These are:

1. **Gateway Districts,** including both East and West gateways, generally from City limits to Four Mile Creek on the east and from City limits to 1st Street on the west;
2. **East Cañon District** from 15th Street east to Four Mile Creek; and
3. **Downtown District** from 1st Street to 15th Street.

A graphic of the Study Area and the defined districts is included in the Appendix.

Preferred Direction: Mobility

Existing Conditions

As part of The Team's analysis, existing and future projected conditions along RGB within the City were reviewed. The source of this information is CDOT.

Existing speed limits vary from 30 mph to 55 mph within the City limits. As shown in the Appendix, 30 mph is within the Downtown district, 35 mph and 45 mph within the East Cañon district, and from 35 mph to 55 mph within the Gateway districts.

As shown in the Appendix, existing volume to capacity (v/c) ratios indicate that there is anywhere from 40% to 70% capacity still available on the roadway based on a CDOT utilized calculation. Projected 20-year volume to capacity ratios for the roadway show that there will be anywhere from 30% to 70% capacity in the corridor. We understand from the CDOT data that these v/c ratios are for peak hour, illustrating a worst-case scenario.

Downtown District

Downtown Cañon City is defined as the Arkansas River on the south to generally Macon Street on the north, and generally from 15th to 1st Streets east to west. A key part of this planning process is acknowledging the geographic boundaries of downtown, and promoting multi-modal, placemaking, and economic development ideas that support continued vitality and regeneration of downtown Cañon City as the heart of the community and the region's tourist attractions. Historically, development patterns and the US 50 road design have resulted in a condition in which downtown was perceived to be truncated at US 50/RGB; in essence “turning its back” on the major asset of the Arkansas River, and the potential redevelopment opportunities that exist today along the River.

However, this is beginning to change, notably with the ongoing build-out of the Arkansas River Trail which is bringing locals and visitors back to the river and creating a desire to connect downtown with the river. Further, existing tourist attractions such as river rafting, the Royal Gorge Route Railroad Train, the Royal Gorge Regional Museum & History Center, Veteran's and Centennial parks as event gathering spaces, and other attractions exist in downtown south of RGB. These attractions should be connected north of RGB to downtown, including the historic Main Street, Prison Museum, City and County offices, existing and planned bicycle facilities and open space, and other attractions. Therefore, it is imperative that proper multi-modal, placemaking connections along and across RGB within the proposed defined downtown are bolstered, added, and supported over the long term.

Within the Downtown District, it is presumed that the existing 80' ROW of RGB will not change. The desire is to work within the existing ROW to complete improvements. That noted, when final design occurs, there may be a need for very modest modifications through easements or other means for key areas, such as a gateway intersection or other high use intersections. An intent however, would be to minimize to the greatest extent possible any ROW impact to private property in the Downtown District.

Creating and maintaining a vital downtown for any community includes providing a multi-modal environment that prioritizes pedestrians. Currently, crossing RGB is very dangerous and there are not that many opportunities to do so safely between 1st and 15th Streets. Walking along RGB in the Downtown District is also very harrowing as there are missing links to the sidewalk network, or in many cases, the narrow sidewalk directly abuts a travel lane. This does not provide a safe and hospitable environment for pedestrians. The current wide travel lanes of 12' (with effective outside lane of 14' with gutter) within downtown perpetuate a higher rate of speed, adding to safety concerns.

While RGB will continue to be the primary east-west thoroughfare and truck route through Cañon City, the Downtown District needs to be designed to support a pedestrian-priority environment. The City is undertaking improvements along Main Street, a parallel route one block north to RGB, to help support a strong pedestrian environment. The intent is to continue this multimodal/placemaking design approach along and across for RGB so that the corridor better *connects* downtown to the River rather than creating a barrier that *separates* downtown from the River.

The blocks of RGB between 1st and 15th Streets each have some unique circumstances, including higher or lesser needs for left turn lane pockets for example. The Team initially proposed 4 divergent options for RGB here. After public input and direction from the City, two options are moving forward: a 5-lane section and several variations on a 4-lane section. Please note that these are conceptual, planning-level illustrations and that potential designs would need to be refined and calibrated to each block during next phase of the project (which should include traffic modeling to understand potential impacts for all modes and inform the work of refining the designs).

The two options (and variations) discussed herein include:

5-Lane Modified Option

As noted above, the existing cross-section of RGB is 5 lanes. A *modified* five-lane option would maintain all existing lanes of travel, but within narrower lanes (aka a “lane diet”), allowing for additional back-of-curb width for pedestrians and modest street furniture/amenities along the street. The section proposes a total width of 12' from lane striping to face of curb for the outside lane, 11' inside travel lanes, and maintaining a 12' center turn lane. The desired typical streetscape components to be added to the amenity zone in any downtown section option would include items such as: street trees and plantings, pedestrian-scale sidewalk lights, high-level roadway lights, light pole banners, trash receptacles, benches, information kiosks, etc.

4-Lane Options

Several variations of a four-lane option (aka "road diet") are proposed to allow for more robust pedestrian enhancement, placemaking, and beautification within the pedestrian-prioritized Downtown District than would be possible with the more modest "modified 5-lane" option described above.

Because vehicle traffic modeling is not part of the scope for the corridor plan project, the potential impacts (if any) to vehicle level of service (LOS) of each of the variations of the four-lane option are unclear. Based on The Team's review of the existing and projected volume-to-capacity ratios[1] and our professional judgment developed through over 50 years of combined experience working on other corridor plans (including state and/or federal highways that pass through urbanized "Main Street" and downtown development contexts) is that any negative impacts to vehicle traffic will: a) almost certainly be non-significant, b) can likely be mitigated to minor design and/or operational changes, and c) will potentially be offset by the positive impacts to economic development and non-motorized modes (pedestrians and bicyclists), which are City goals for this project.

Furthermore, some potential impacts to vehicle traffic that may arise from the various four-lane variations may offset each other (e.g. self-mitigate). For example, the subsequent traffic modeling may show that there is a modest negative impact on overall traffic throughput with one or more of the four-lane options, since left turns will now be completed from the through lane rather than a dedicated left-turn lane. At the same time, research and practical experience suggests that reducing design speeds can improve vehicle throughput by reducing turbulence (aka "traffic calming") caused by speed differentials and "stop and start" traffic conditions that can occur when vehicle capacity significantly exceeds vehicle volumes. As a result, the known positive effects on vehicle throughput of a four-lane road diet cross-section may offset (or self-mitigate) any potential negative impacts. In either case, the impacts can't be known definitively until traffic modeling is conducted to: a) understand vehicle level of service impacts of various design options and refine the proposed designs to mitigate to the greatest extent possible any vehicle level of service impacts; and b) balance those mitigations with quality of service (QOS) for non-motorized modes and City's non-mobility goals for this project (such as placemaking, economic development, and the like).

No bicycle facilities are being planned on RGB in this district, nor on-street parking. On-street parking would be a desired element if future traffic modeling suggested it could be incorporated into the street design. On-street parking would provide short-term parking for businesses along RGB and would help calm traffic traveling through this pedestrian-prioritized district. One option not illustrated here that could be explored

[1] As discussed above and illustrated in the appendix, the 20-year projected volume-to-capacity ratios still show 30-40% excess capacity within downtown.

during the iterative design refinement process informed by traffic modeling would be to have four lanes of through travel with on-street parking on one side of the street, likely the north side of the street. This would provide for a more generous back of curb environment for pedestrian and streetscape elements that is a critical component to achieve the City-identified non-mobility goals for the corridor plan including placemaking, aesthetic beatification, and economic development.

Again, it is important to note that any four-lane option would be specifically calibrated on a block-by-block basis in response to the existing roadway right-of-way, traffic patterns/operational needs, land use context, and traffic modeling analysis.

Pedestrian Crossings

Currently, there are really only three full intersection locations within a 1.5 mile segment where pedestrians can cross RGB (3rd, 9th and 15th Streets). The Team proposes additional crossings at 1st Street (with a traffic signal to: a) identify to visitors that 'you have arrived' in downtown, b) help direct traffic to Main Street and the river, and c) allow pedestrian movement across). Three additional crossings are proposed at 5th, 7th, and 13th streets. With installation of four new pedestrian crossings in these four locations, pedestrians coming to RGB from any cross street in the Downtown District will have to walk a maximum of 400 feet (under a two minute walk) to get to a safe crossing. Based on our experience with best practices in similar corridor contexts and given the modest vehicle traffic volumes (current and projected), The Team proposes that all pedestrian crossings be simple, cost-effective, at-grade crossings that are most appropriate for a downtown environment.

Considerations of items like a HAWK signal or low-key pedestrian flashing warning lights should be considered to help with pedestrian movements.

1st Street Intersection

The 1st Street intersection is a critically-important "gateway" to Cañon City, the RGB corridor, and downtown in particular. As previously mentioned, The Team is proposing to improve the 1st Street intersection with a signal, median treatments, pedestrian crossing, entry signage, and back of curb improvements to clearly identify to visitors that they have arrived in downtown Cañon City and to better direct them to the historic Main Street, where many of downtown's shops and restaurants are located. Another consideration at this gateway intersection may be to include specialized pavement within the crosswalks and/or intersection. We are showing two options for this 1st Street intersection. Both try to minimize the encroachment onto private property and publicly-owned property (e.g. state prison lands).

- **Option 1** includes two through lanes in each direction. It also provides a traditional dedicated median-separated left-turn lanes in the westbound and east-bound direction (the latter of which is critical to help facilitate vehicles turning northbound onto 1st to get to the historic Main Street). Right turns to the River and future potential riverfront development would occur in the southernmost through lane (with no dedicated turn lane). A traffic signal is suggested here as warranted to support multi-modal movement across and through RGB as well as to provide a clear sense of arrival and decision making intersection. This option has the tightest intersection geometry and therefore provides the greatest benefits in terms of minimizing pedestrian crossing distances, reducing vehicle speeds, and potentially eliminating the need for encroachment onto private property (which would require a takings process with one or more private property owners) or public property (which would require a disposition/transfer process with the Colorado Department of Corrections).

- **Option 2** includes two through lanes in each direction. It also provides a traditional median-separated dedicated left-turn lane in the westbound direction. In the eastbound direction, left turns are accommodated via a lane shift, in which an eastbound through travel lane transitions into a dedicated left-turn lane for eastbound vehicles turning northbound onto 1st with curbed medians on either side of the left turn lane. This treatment for east bound left turns slightly increases the overall geometry of the intersection. Right turns to riverfront development would occur in the southernmost through lane (with no dedicated turn lane). A traffic signal is also suggested in this option per above.

In both options, the downtown gateway sign at this intersection is envisioned on the south side of the street (see signage section), or possibly could be located in the center median if it was wide enough.

15th Street Intersection

We are proposing to improve the eastern gateway to downtown through a combination of elements. Notably, as you will see in the following East Cañon District discussion, we are proposing to remove the Fremont Drive frontage road. Doing this allows us to create a much more direct entrance to the historic Main Street as one travels westbound on RGB. The concept proposes a direct connection from US 50 to the historic Main Street east of the 15th Street intersection, a much easier maneuver than expecting drivers unfamiliar with Cañon City to make a right turn at 15th Street and navigate the roundabout. A potential future Visitor's Center in this area would also benefit from having more direct access. This major intersection improvement – along with new signage and a continuous, consistent streetscape aesthetic – will help establish a clear eastern gateway for downtown. Finally, this solution also provides a better connected network for vehicles traveling westbound.

Access Enhancement/Management

The intent of the proposed access framework is to remove excess curb cuts, share access points to properties, utilize existing alleys to provide access wherever possible, and provide modest additional road/alley connections to significantly reduce the number of curb cuts along RGB in downtown while maintaining or improving access. This will improve the predictability for users, significantly improve the pedestrian environment, provide for a more continuous and consistent streetscape aesthetic, and help reduce the traffic turbulence from turning vehicles. Depending on the specific improvement, these access enhancement treatments could be implemented in the shorter term, either when the street would be reconstructed as part of the overall redesign or on a parcel-by-parcel basis in coordination with proposed redevelopment projects. It should be noted that the scope of this project calls for development of an access framework to support the goals and proposed designs of the Corridor Plan; a more detailed access enhancement/management plan should be completed in a future effort.

<u>East Cañon District</u>

Based upon the analysis of the existing conditions and public input, a preferred direction is being recommended for the East Cañon District that balances the goals of the City and CDOT to provide a roadway that better meets both mobility/operational needs and economic development needs. The recommended approach is to modify RGB within the East Cañon District to become more of an “urban parkway” facility that allows for good vehicle traffic throughput , consistent access for businesses (which is currently confusing), new pedestrian, bicycle, and streetscape amenities (which are currently lacking) to create an appropriate multi-modal commercial corridor.

To accomplish the above goals, the proposed typical section in the East Cañon District would be two through lanes in each direction with an outside auxiliary lane to be used as accel/decel lanes between access points. The typical section also incorporates curb and gutter on the outside as well as along a 24’ wide raised median.

Coupled with the urban parkway is removal of the north frontage road (Fremont Drive) and modifying access. Removing the frontage road system will help improve traffic operations and safety at the signalized intersections. In order to maintain access to properties that currently have access via the frontage road, existing north/south City streets should be extended to US 50 to provide right-in/right-out (RIRO) access, and additional right-in/right-out (RIRO) connections where feasible onto US50 will also increase access to businesses.

Partnered with the RIRO concept, U-turn bays will be incorporated to allow traffic coming from the south (or north) minor streets to get to the westbound lanes (or eastbound) without having to go down to the next signalized intersection. The final location of the U-turn bays will need to be determined during a future project to refine the proposed designs iteratively in response to any potential impacts identified by more detailed traffic modeling and/or access management plan.

By removing the frontage roads, the proposed typical design will open up those areas to multiple potential uses as well the opportunity for CDOT to relinquish access right-of-way back to the City or adjacent property owners. Another benefit to removing the frontage system is the elimination potential headlight glare or movement distractions to RGB traffic from the adjacent frontage road.

Continuous high-level roadway lighting should be implemented to eliminate the existing extremely poor night driving conditions along RGB in the East Cañon district. Streetscape and aesthetic improvements, coupled with continuous sidewalk along the north side of RGB adjacent to existing/future businesses, will significantly improve safety for vehicles and other modes traveling along or across RGB.

The proposed modification within the East Cañon District also includes a maximum speed limit of 40 mph in the area that is currently 45 mph and 55 mph to help with safety for all modes as well as improved access and visibility of businesses.

The preferred prototypical section also includes providing a bi-directional multi-use trail on the south side of RGB, but north of the railroad tracks, for improved local access, as well as regional connections. Specifically this would provide a much safer Colorado Bicycle Route that is identified on US 50, and it would help with non-motorized access to the various public support facilities located on the south side of RGB at Justice Center Dr. The trail would most likely follow the tracks as RGB curves near 19th Street and then connect with both Arkansas River trails and City bike routes. On the east end, the trail would cross RGB near Four Mile Lane and continue as a bike route most likely on County Road 123. North/south connections to the trail would be considered as part of future City-wide and County-wide bicycle plans.

Generally the improvements in the East Cañon District as well as Downtown and Gateway Districts treatments should easily provide multi-modal connections to further regional attractions (not previously mentioned) such as the Whitewater Trail of the Colorado Birding Trail system, the Gold Belt Tour Scenic Byway, Heritage Tour, Garden Park Fossil Area, Shelf Road Recreation Area, San Isabel National Forest, Royal Gorge Park, and Temple Canyon Park, and the state-identified Highway 115 bicycle route.

Drainage

The change in the typical section and removal of the frontage road system will provide an opportunity to make improvements to the sub-par existing drainage system. Several drainage basin planning studies have been completed over the past 40 years and each indentifies deficiencies of the existing system. The removal of the frontage road and construction of raised medians would reduce the amount of impervious area that is currently contributing to the drainage basin and overall drainage issues. It is anticipated that through the implementation process a holistic drainage plan will be developed to address deficiencies. Probable solutions include providing a new storm sewer system that collects the roadway drainage in a trunk line and then outfalls to the existing creek systems in a way the meets the current water quality standards. This type of solution would eliminate some of the water that is currently being captured/diverted to the irrigation ditches that currently do not have the capacity or owners who don't have a desire to convey it. While a trunk line may be warranted, the design of RGB in the East Cañon district should consider balancing new major infrastructure, curb and gutter, and a potential raised median with lower impact and/or balanced solutions such as perforated curbs and detention areas.

Access Enhancement/Management

A detailed access management plan will need to be prepared as the corridor design progresses to a higher level of detail. Proposed changes in access will need to be coordinated with and approved by CDOT since US 50/RGB is part of the state highway system. We anticipate that the changes in the corridor roadway will likely result in new development/redevelopment of parcels along the corridor. Specifically it is anticipated that some of the small parcels may redevelop or be combined with adjacent parcels that would likely provide for larger more usable parcels for development. The access plan will need to include where the roadway network will be modified to provide additional access to parcels while eliminating conflicts with the access at US 50/RGB. These changes will need to be considered and implemented as redevelopment occurs and in conjunction with the implementation of the Corridor Plan.

<u>Known Implementation Issues</u>

While The Team hasn't begun the implementation strategy for the Corridor Plan, we recognize that the mobility improvements in both Downtown and East Cañon will closely involve CDOT. Clearly one item that will need to be worked through between the City and CDOT is the elimination (i.e. “devolution”) of the Fremont Drive frontage road system and corresponding right-of-way vacation with CDOT. This will be a benefit to both CDOT and City as it will reduce the maintenance needs required through elimination of several lane miles of roadway that currently exist and corresponding right of way. This process will take time and can be accomplished in conjunction with the preliminary design phase of the corridor improvements. In addition, the process of devolving and removing the frontage roads could be phased if so desired. This

scenario would allow the opportunity to have CDOT devolve the existing frontage road system to the City to own and maintain; then ultimately the City would have the ability to eliminate those frontage roads in the future. Discussions with CDOT will begin with this planning process and should continue in order to develop the best solution for the devolution process.

Preferred Direction: Signage

Political Boundary Signage

The City of Cañon City desires to have political boundary signage and other informational and directional signage along Royal Gorge Boulevard to help with a consistent identity and placemaking for the entire community, but specifically along the length of RGB as it traverses the City.

The concept design for the political boundary signage includes three panels each comprised of a different primary material: concrete (to include the logo and city name), corten steel, and gabion.

The gabions, envisioned to include the rough cut ashlar native buff stone encased in steel superstructure as part of the sign, would then also be modified (e.g. one band or row) to be utilized to help nestle the sign into the sloping landscape. The gabions would also be utilized as a common aesthetic along RGB within the East Cañon and Downtown districts (e.g. possibly as a crash barrier if they could be designed to serve this purpose, provide a drainage function, or simply an aesthetic continuity element for the corridor).

The images provided in the Appendix exhibits illustrate the conceptual dimensions of the political boundary signs, as well as a couple three-dimensional renderings of the concept, a rough sketch of how the sign might be incorporated into the eastern gateway, and the proposed locations for the sign for both the east and west gateways to Cañon City. Note the western gateway sign is proposed to be on the east side of the highway as travelers enter Cañon City. This is the best location given visibility and existing topography. This western gateway sign may become a two-sided sign of sorts (additional sign panel facing the opposite direction and working with topography) welcoming visitors as they enter and then thanking them as they leave. The Team had a discussion with Eric Lundberg of CDOT to walk through the concepts shown in the Appendix before we finalized them.

Downtown Gateway Identification Signs

A smaller-scaled version of the political boundary sign, but in the same family (e.g. similar materials, font, logo, and 'panel' application), would be utilized to replace existing signs of various designs to identify downtown. This sign type would be located along RGB with one near 15th Street, and one near 1st Street. These signs would be approximately 17' long, and 5' at the highest point.

Informational Signage

Identification signs, one scaled for higher speed traffic in the East Cañon District, and one scaled for a pedestrian, bicyclist, and slower-moving vehicular traffic for the Downtown District help round out the major sign package as part of a new brand and identity for the community. In this case the gabion is not utilized as part of the sign (but may be part of the landscape treatment). The sign panel changes from concrete to steel over aluminum frame, which in combination with curb and gutter, slower travel speeds, and placement (potentially not in CDOT ROW at all) should not cause a traffic hazard.

City of Cañon City

US 50 Corridor Plan

Appendix to support Memorandum for CDOT Review

17 December 2014

entelechy

Note: Illustrations are for conceptual and planning purposes only. Specific designs, exact locations, and construction/costing details of conceptual elements in the illustrations to be determined as part of a future Phase II project. Phase II to include modeling of the operational impacts for all modes and potential refinement of concept designs as needed.

exhibits

1. Overview of Project
    - Study area boundary and districts
    - Project schedule
    - City's goals for the plan
2. Mobility
    - Existing speed limits and existing/projected CDOT volume-to-capacity ratios (3)
    - Downtown District Prototypical Sections
        - Existing Condition
        - 5 lane option
        - 4 Lane option
            - 4 lane with median
            - 4 lane with wider back of curb
            - 4 lane with offset wider back of curb
        - Improvements at 1st St. (West Gateway to Downtown)
            - 2 options
        - Improvements at 15th St. (East Gateway to Downtown)
    - East Cañon District
        - Prototypical section
        - Prototypical plan
3. Signage/Wayfinding
    - Political boundary identification concept design
        - Elevation sketch
        - 3D illustrations
        - East gateway location/rough mock-up
        - West gateway location
    - Downtown gateway concept design
        - Elevation sketch
        - East/West gateway location
    - Prototypical information sign

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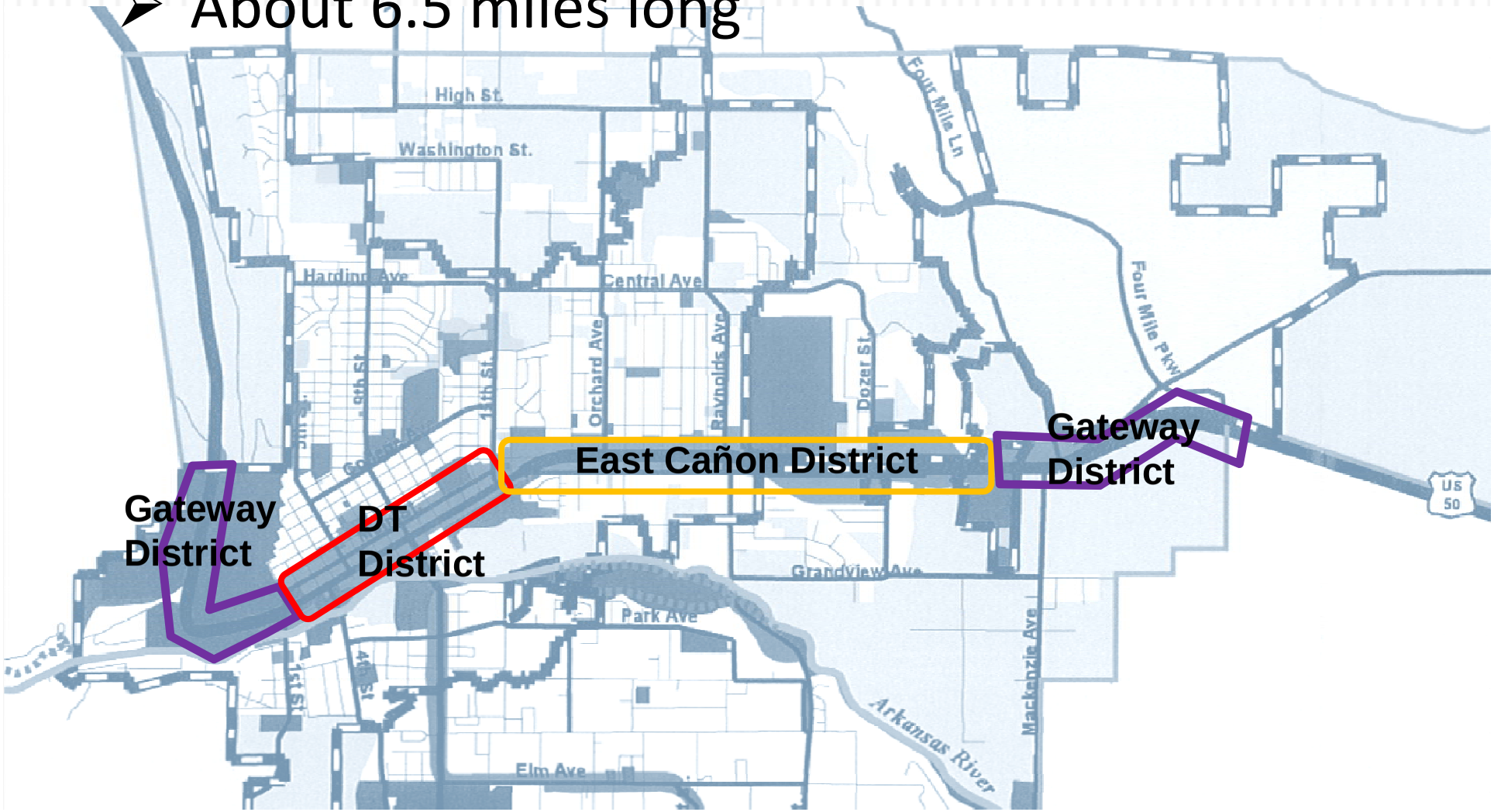
the study area

- About 6.5 miles long



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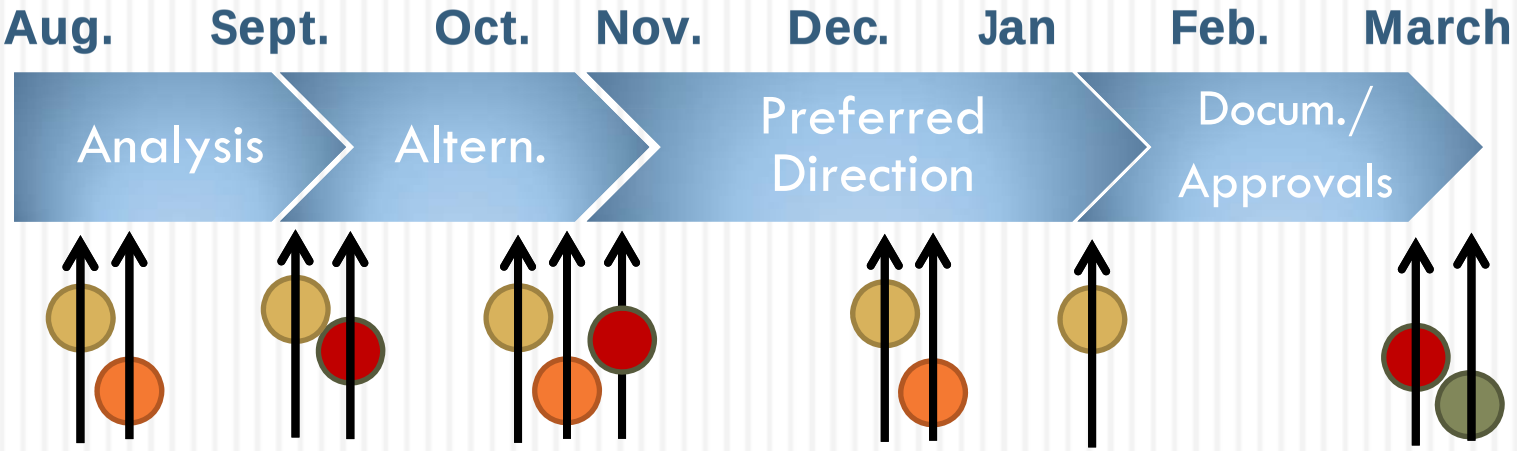
the schedule

Four Phases

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



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the goals

- **City 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

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the preferred direction: mobility

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analysis information

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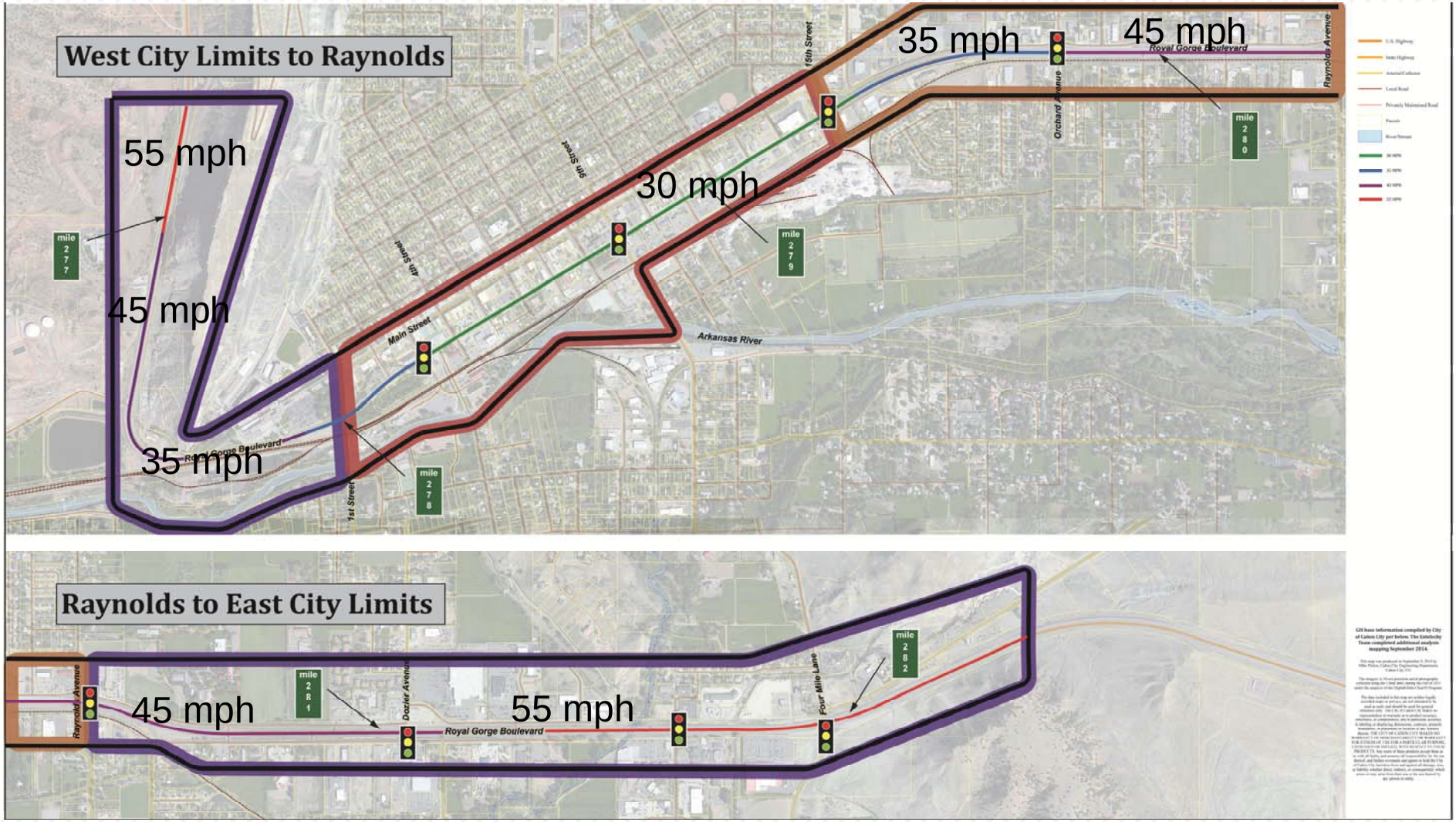
analysis – existing speed limits



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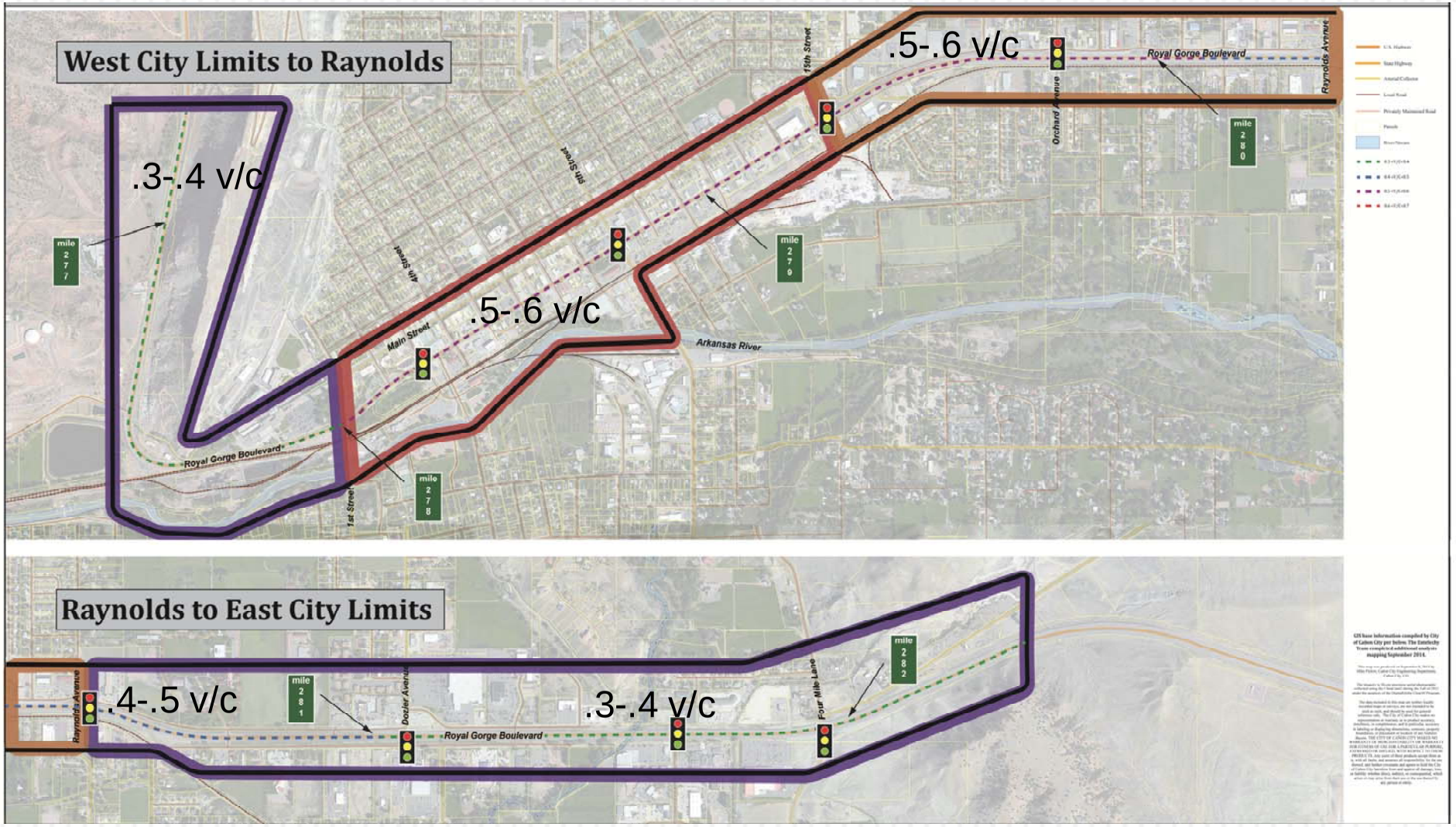
analysis – existing volume to capacity (v/c) ratios



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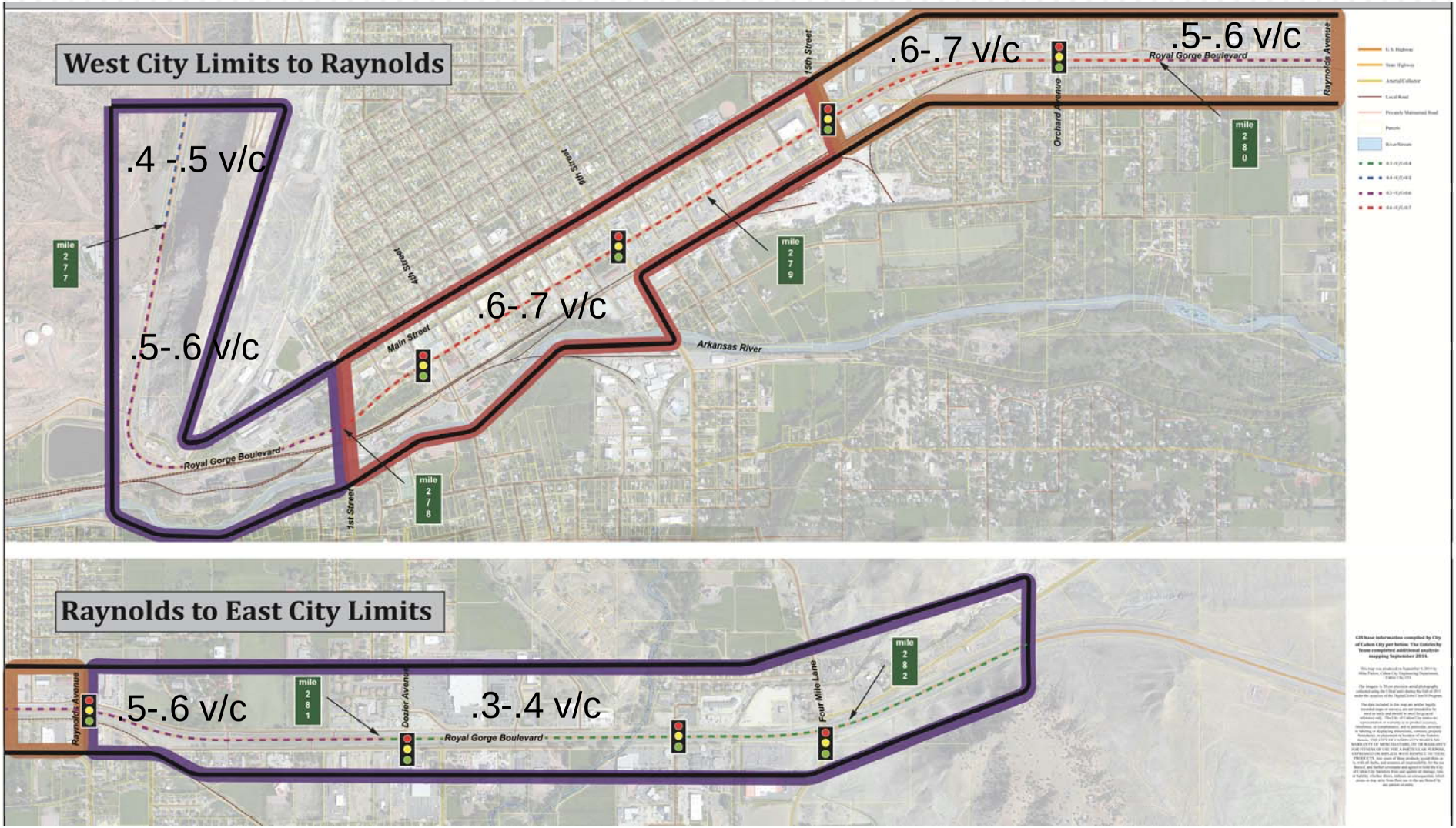
analysis – future volume to capacity (v/c) ratios (20 years from now)



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downtown district

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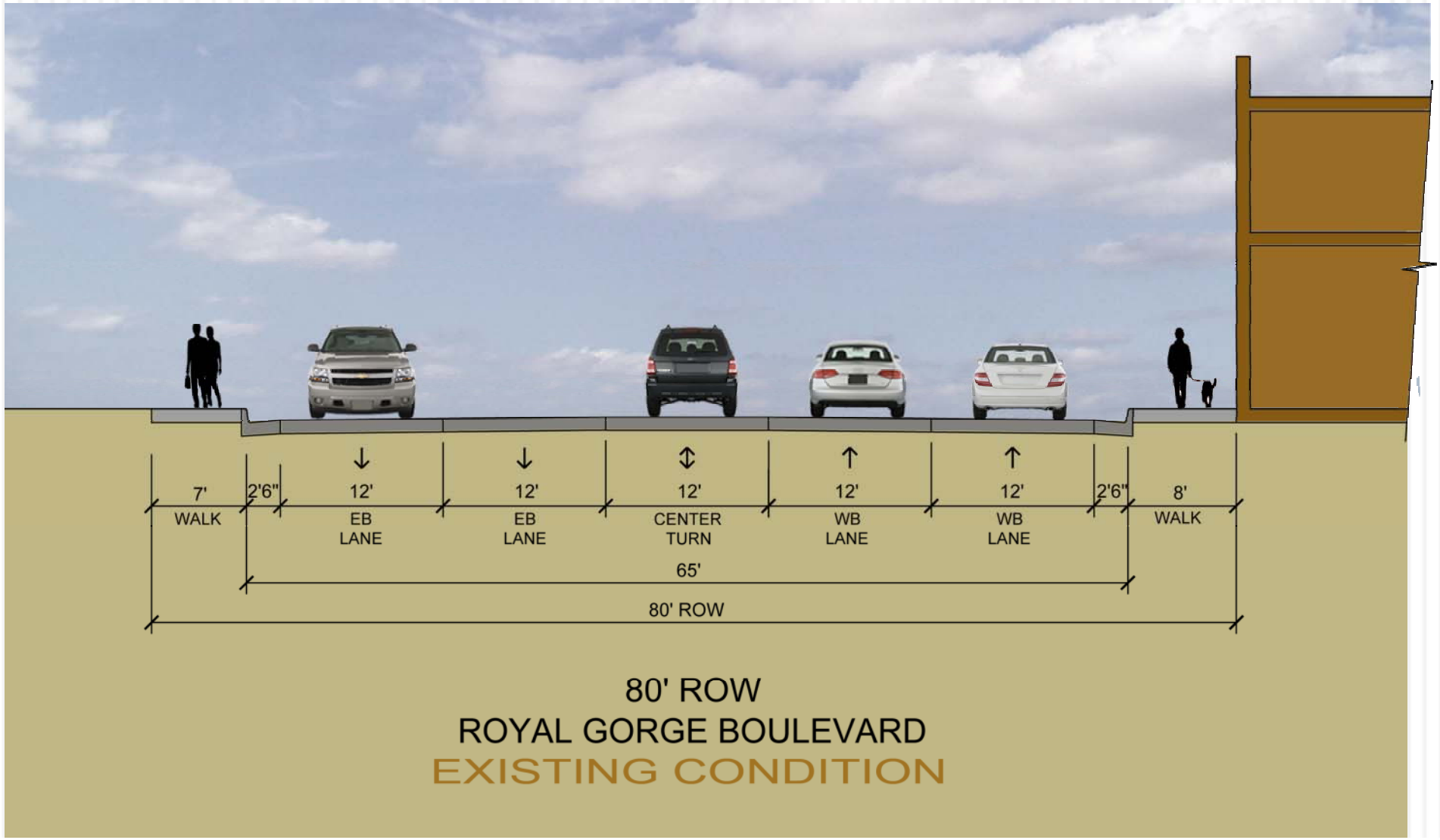
existing condition



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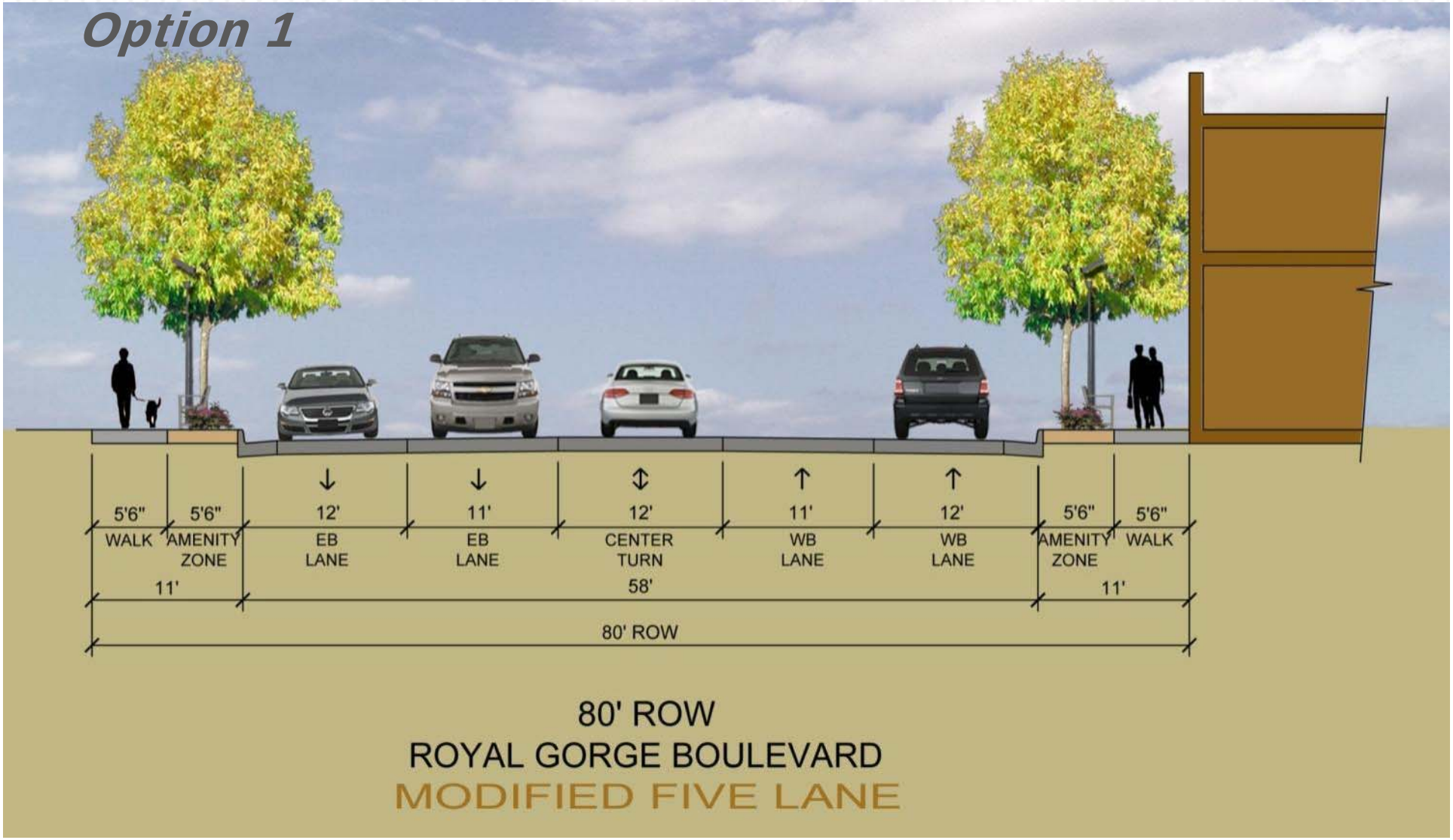
downtown: modified 5 lane



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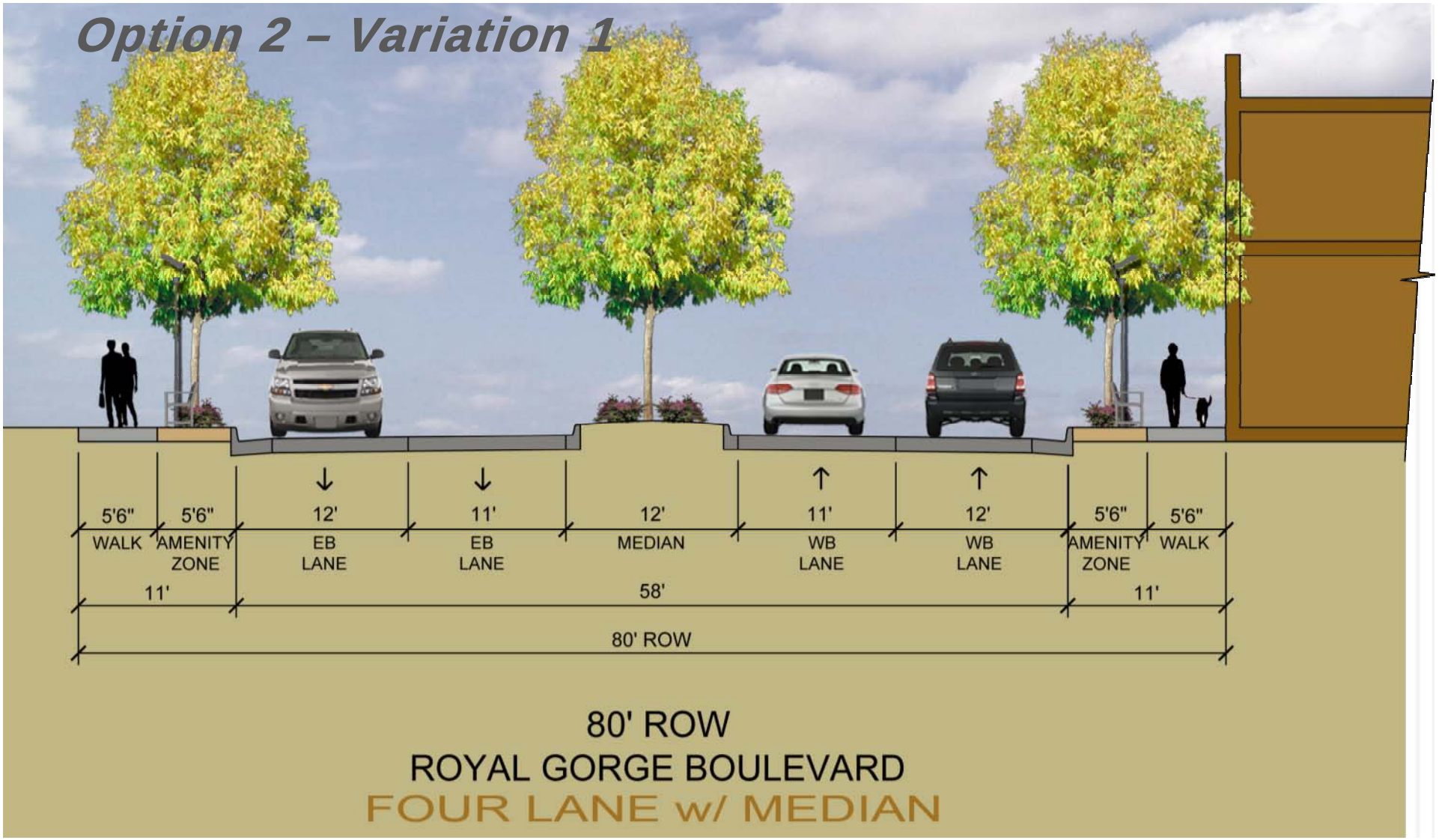
downtown: 4 lanes w/ median



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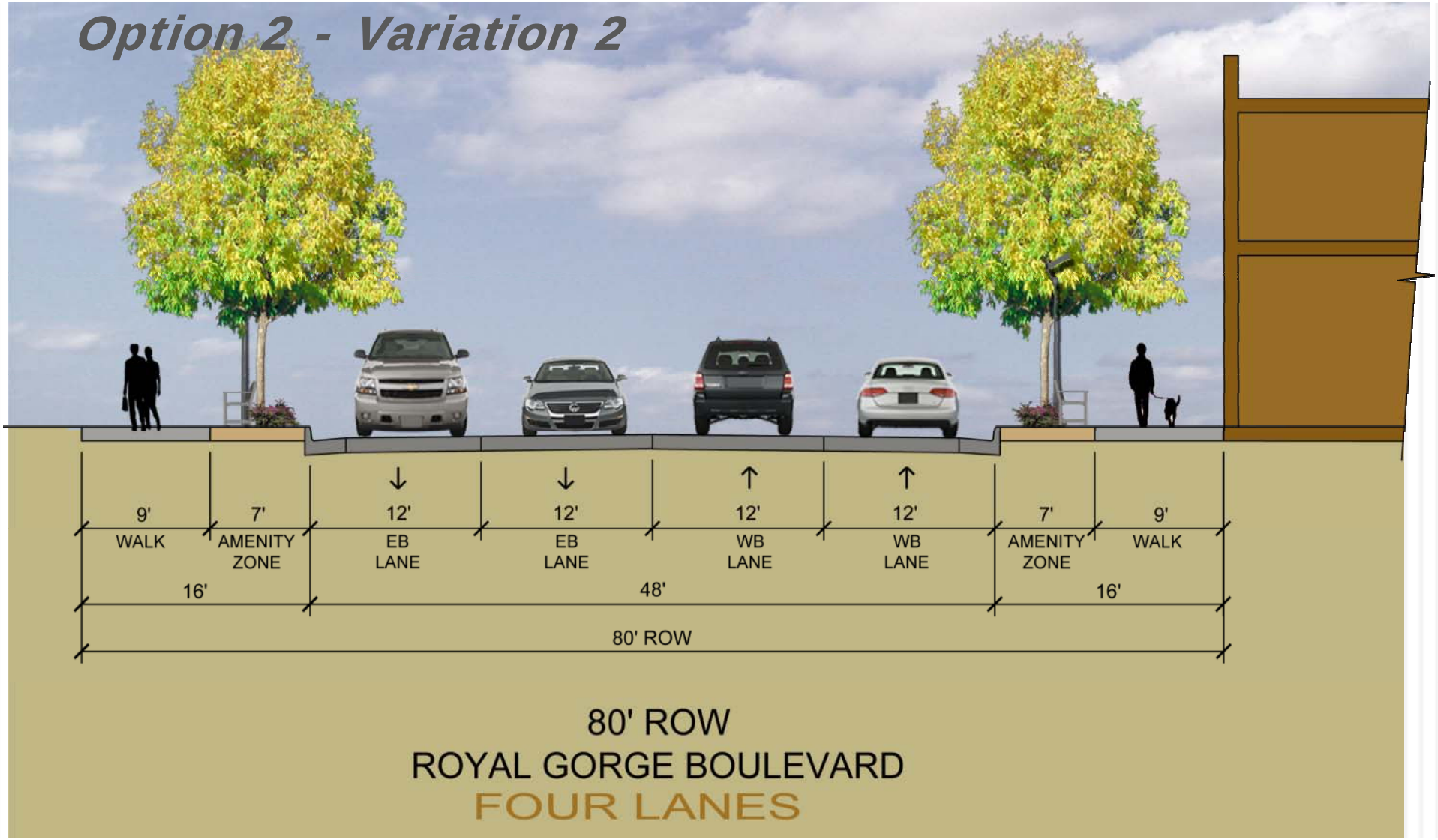
downtown: 4 lanes



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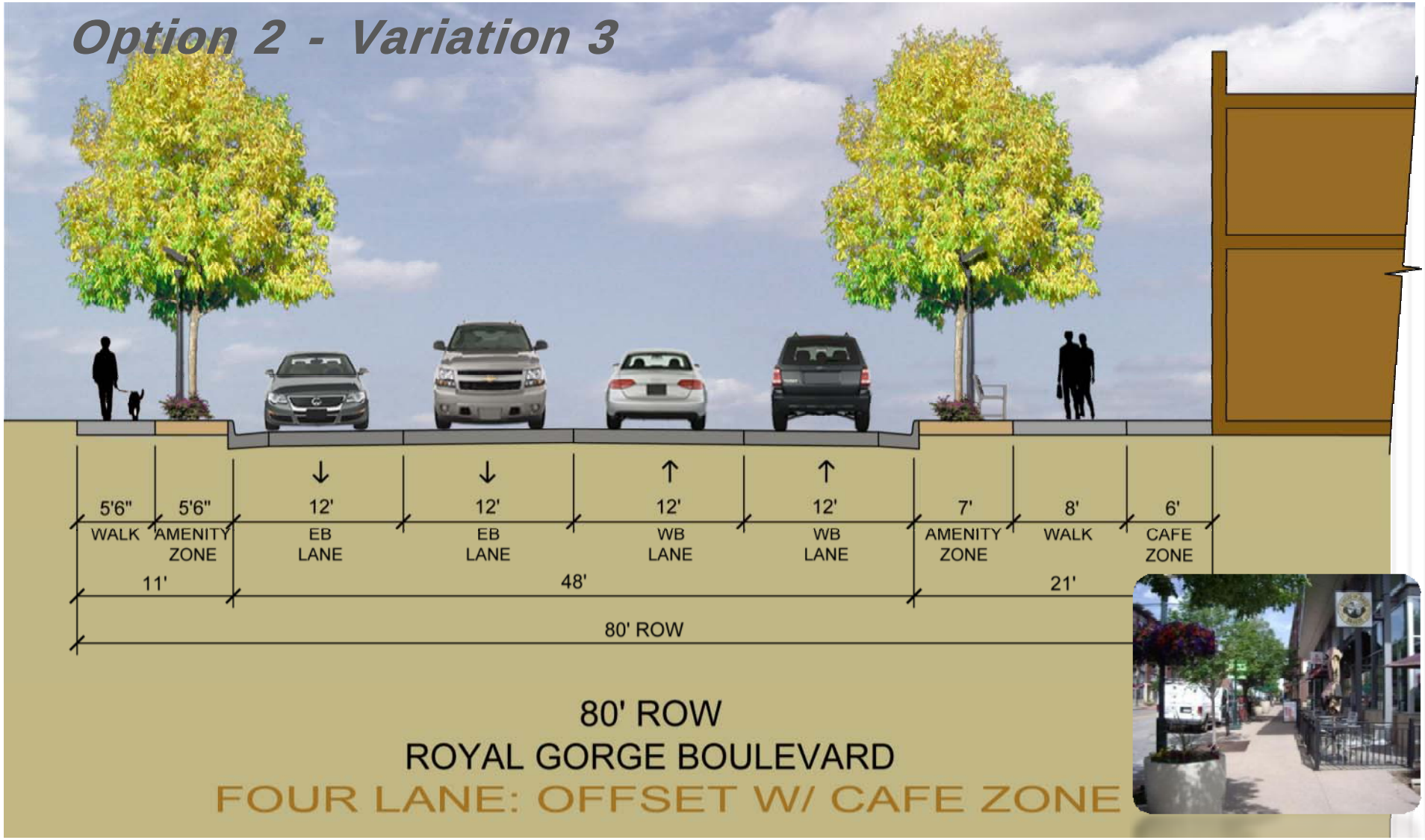
downtown: 4 lanes offset



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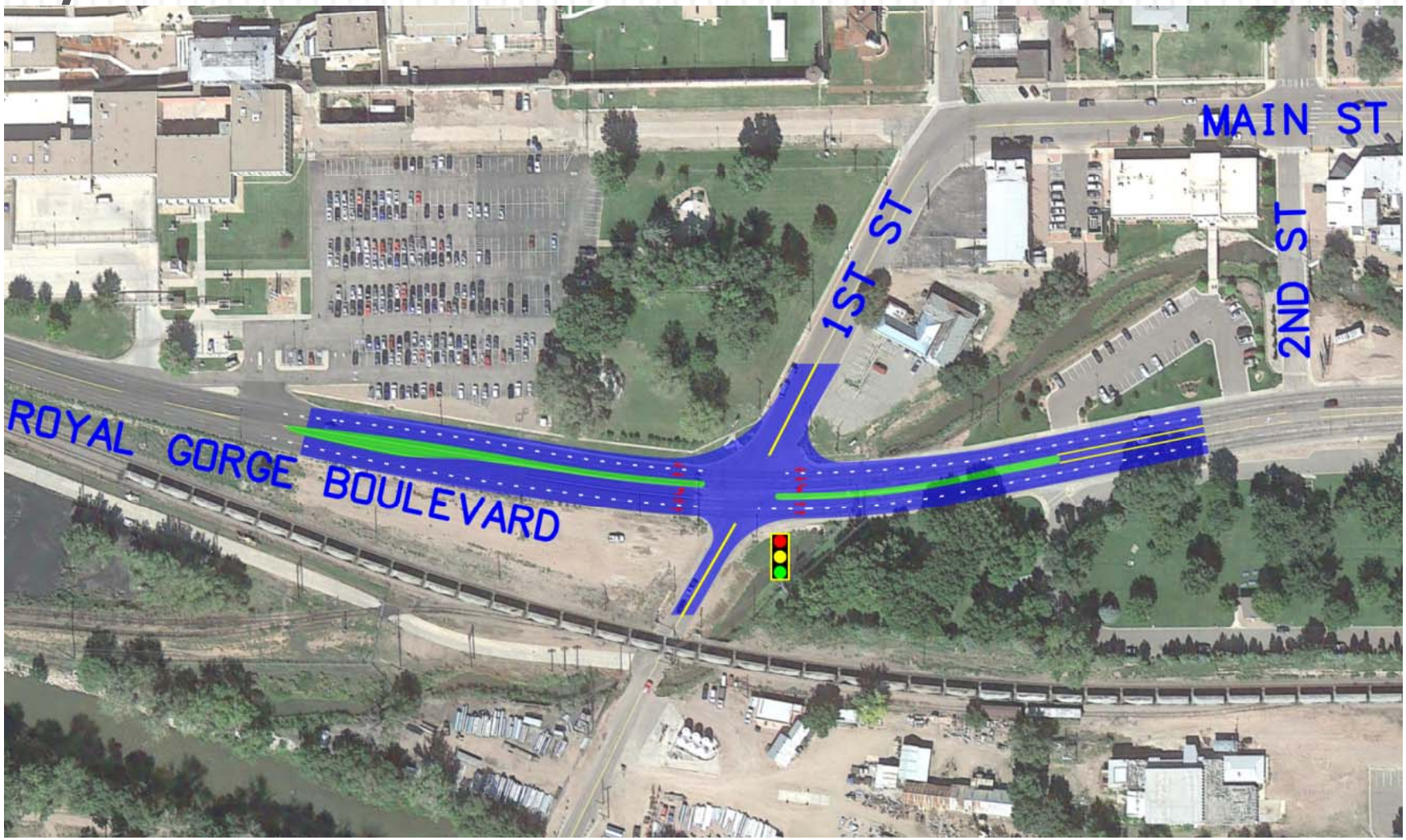
downtown: 1st Street gateway

Option 1



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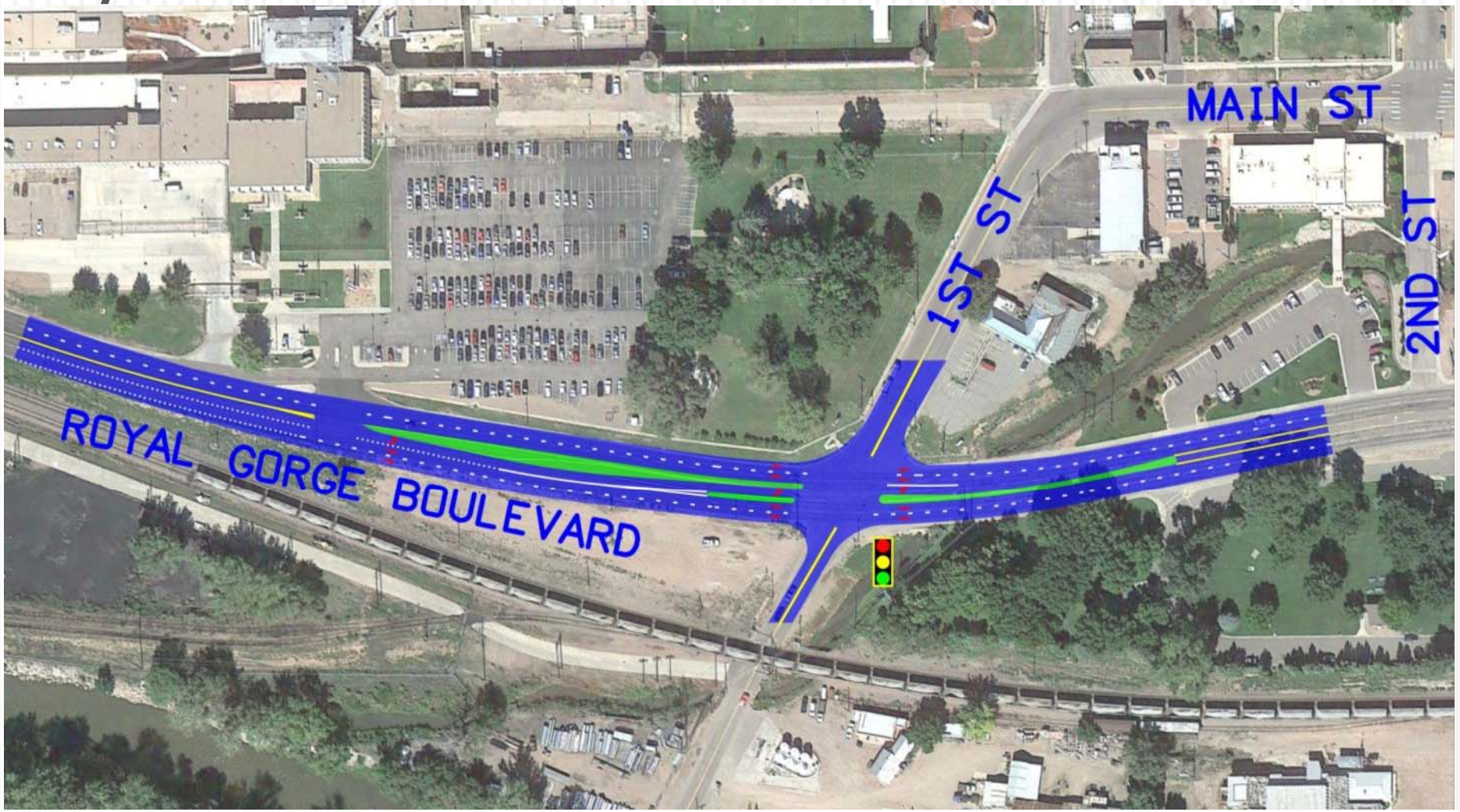
downtown: 1st Street gateway

Option 2



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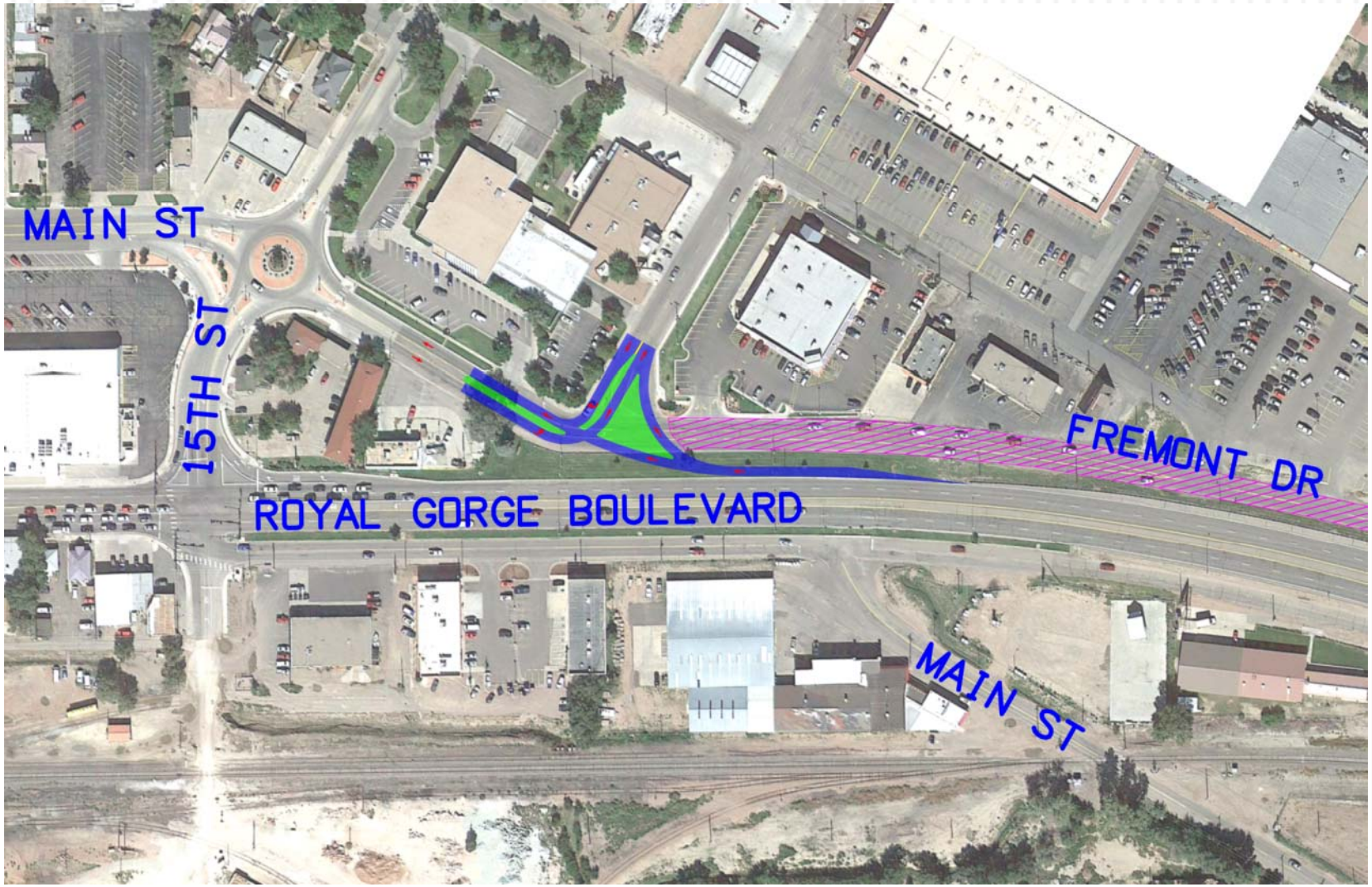
downtown: 15th St. gateway



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east cañon district

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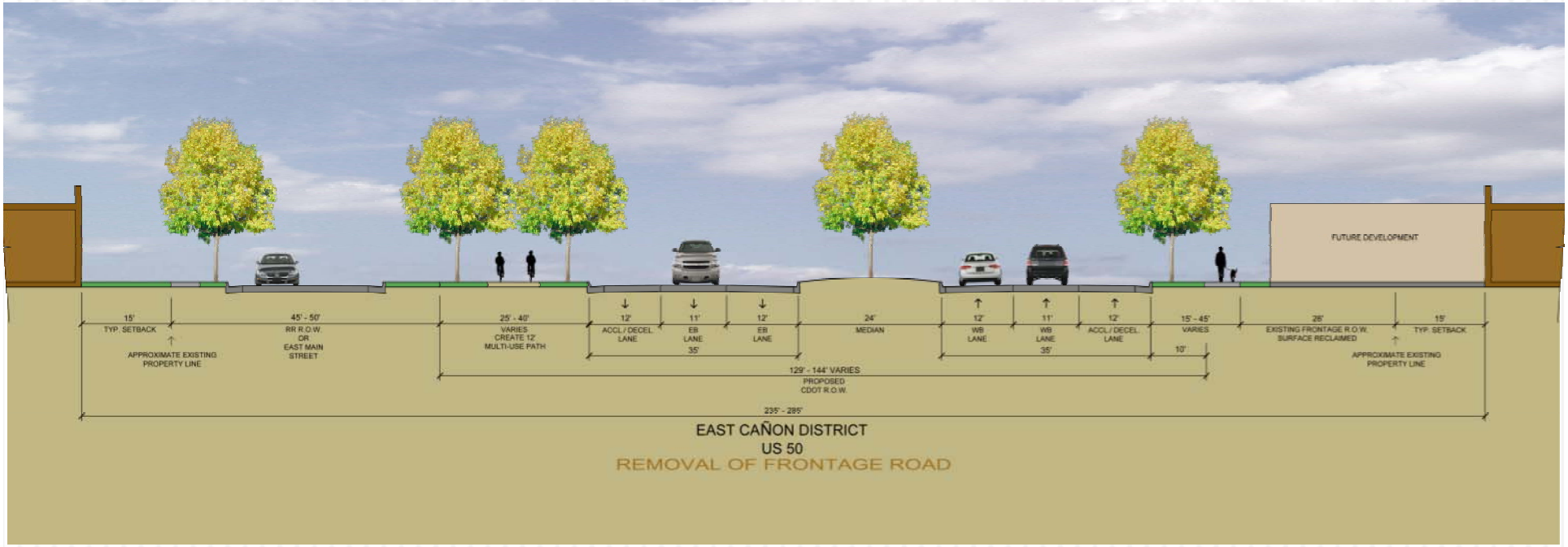
east cañon: prototypical section



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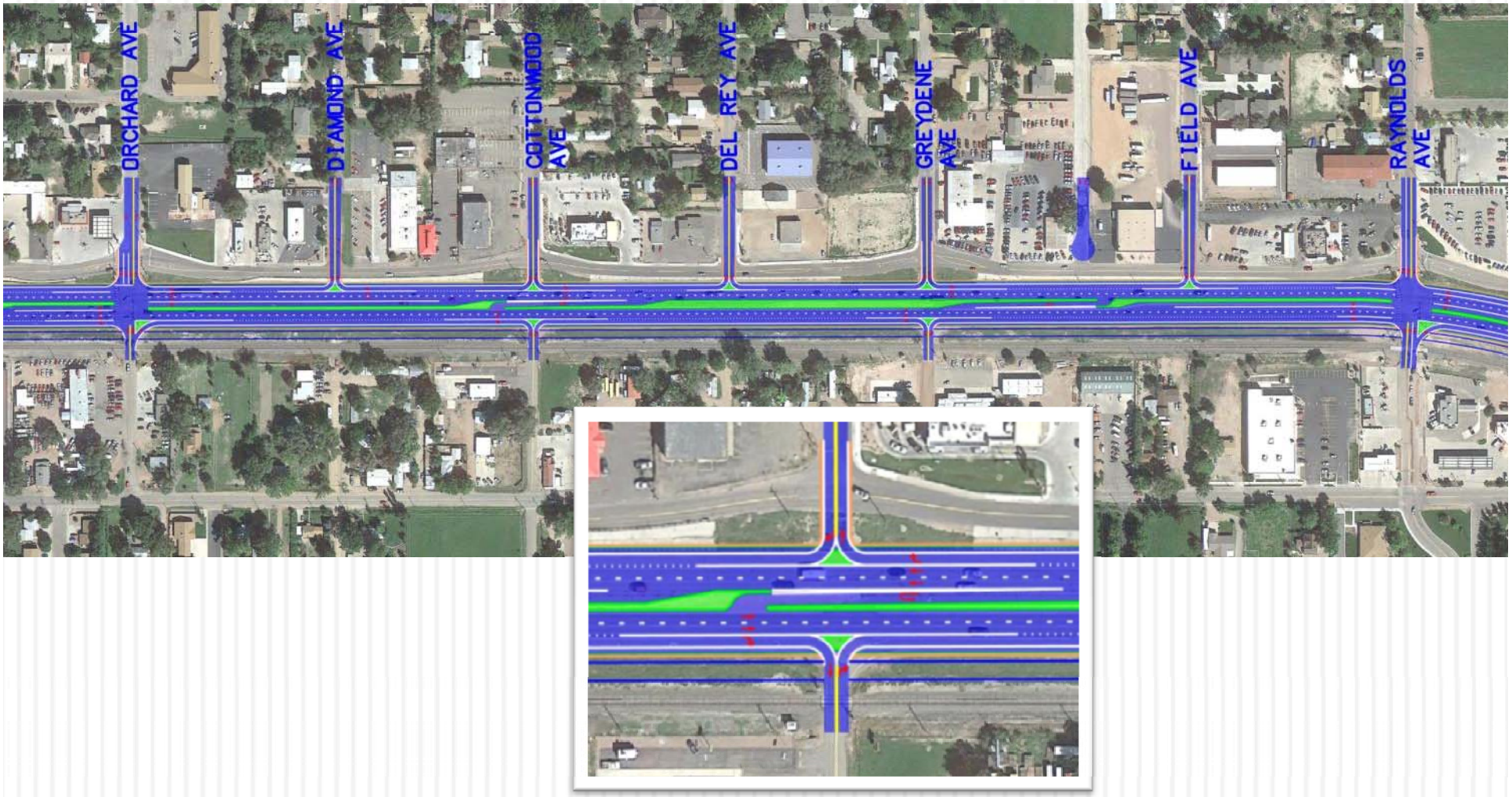
east cañon: prototypical plan



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signage and landscape

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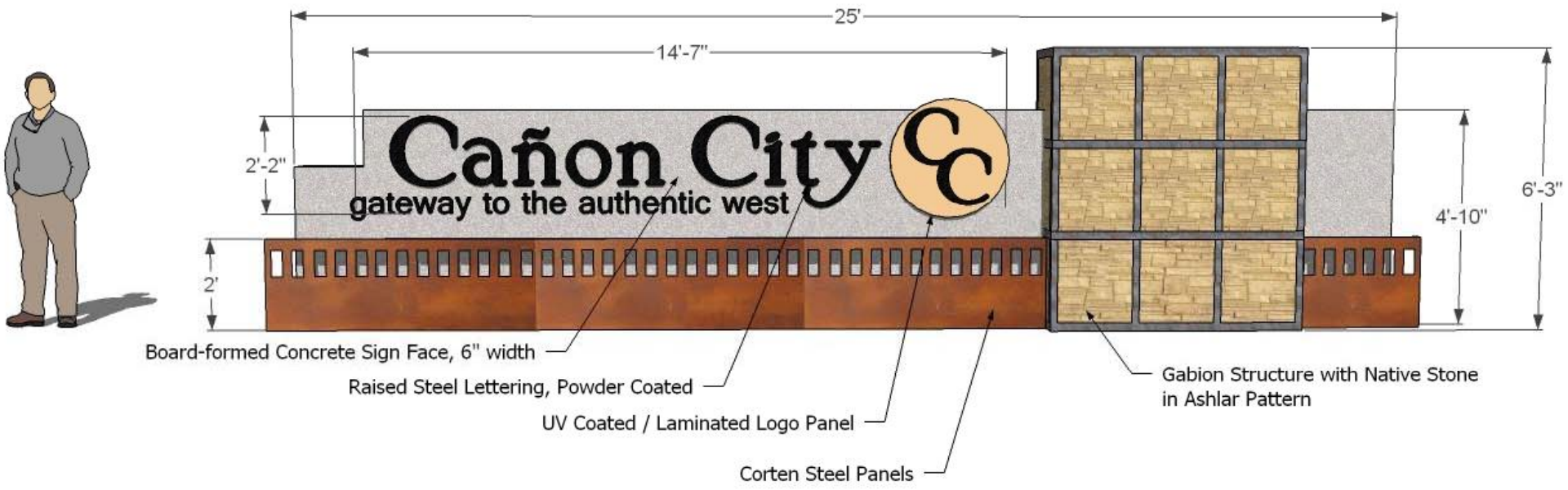
political boundary/identification sign

Elevation



Note: Final sign design will be modified as necessary to fit into the exact context; e.g. sloping topography may warrant each of the three 'panels' (concrete, corten, gabion) to step with the landscape.

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political boundary/identification sign

Conceptual 3D illustrations

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political boundary/identification sign

East gateway location and rough mock-up

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political boundary/identification sign

West gateway location

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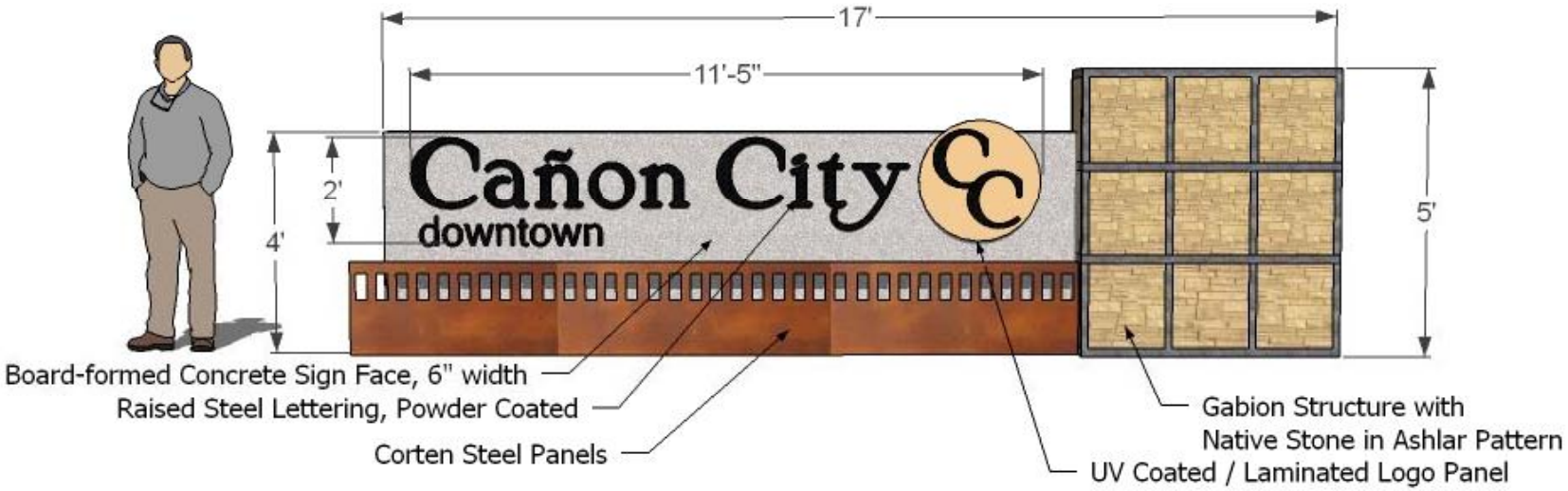
downtown gateway identification sign

Elevation



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downtown gateway identification sign

Proposed location areas

west end of downtown

east end of downtown

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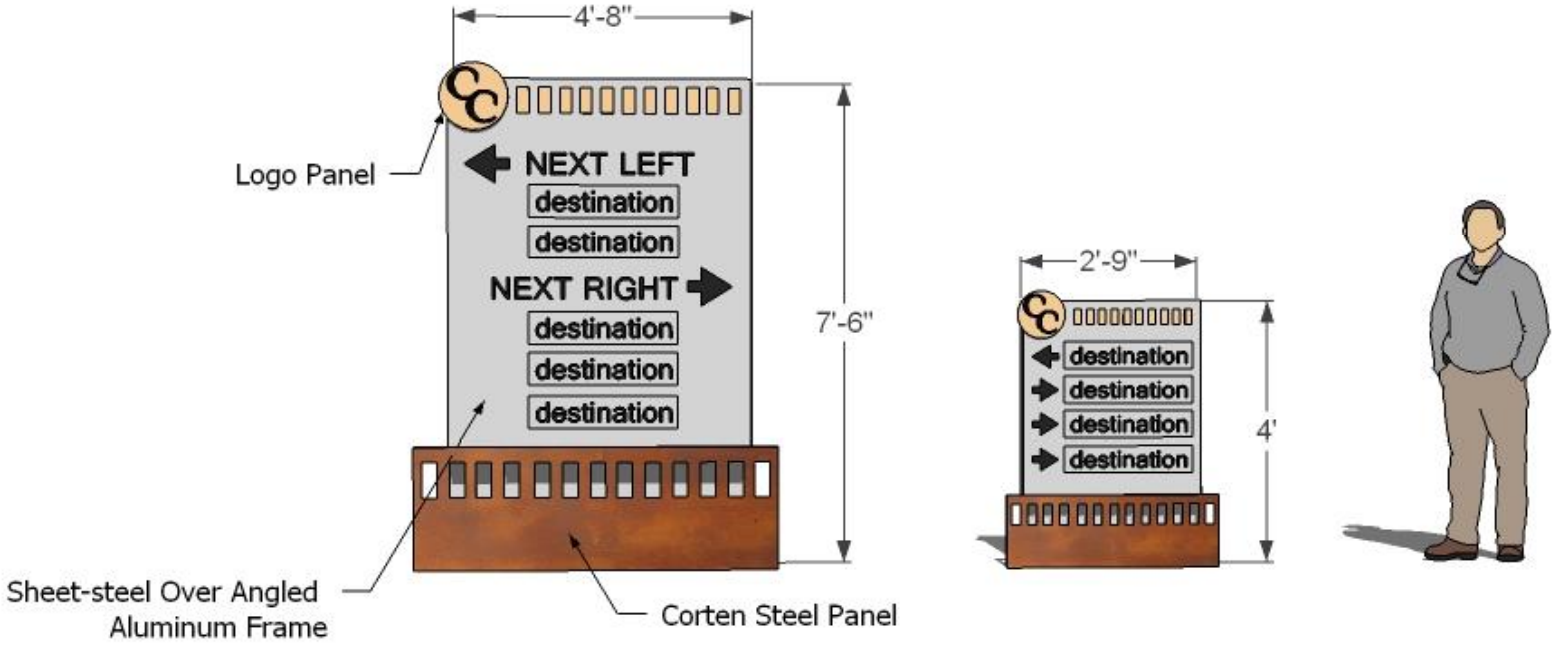
east cañon and downtown informational sign

Elevation

To be located along the corridor in the East Cañon and Downtown Districts to provide information



East Cañon sign ***Downtown sign***