



# Ridgway Streetscape Master Plan Report

Town of Ridgway, Colorado

Master Plan adopted: October 2006

Phase 1 - Design Development: 2008



**THE ELK MOUNTAINS PLANNING GROUP, INC.**  
PLANNING-HISTORIC PRESERVATION-LANDSCAPE ARCHITECTURE & COMMUNITY DECISION-MAKING  
*Specializing in Mountain and Resort Communities*



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The Ridgway Streetscape Master Plan was developed under a contract between the Town of Ridgway and DHM Design. Elk Mountains Planning Group was a sub-consultant on the Project Team. The ideas, sketches, photos, plans, and elevations provided in this document are intended for master planning purposes only and are not intended to be used for construction. Any errors or omissions from this Master Plan should be brought to the attention of DHM Design at wchristensen@dhmdesign.com or the Elk Mountains Planning Group, Inc. at elkmtplan@msn.com as soon as they are discovered. All photographs included in this document are the exclusive property of the Project Design Team.



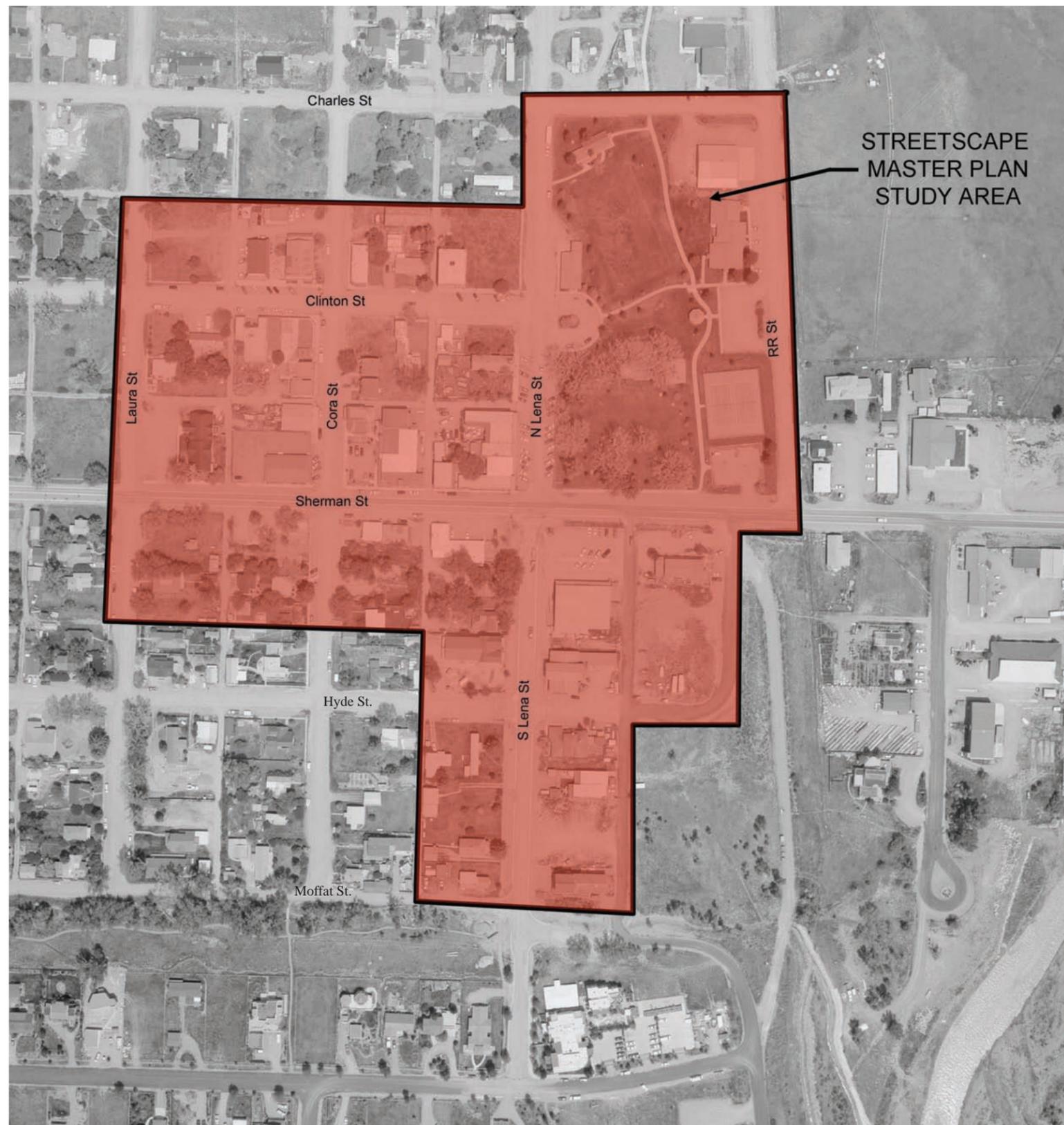


Figure 1. Streetscape Study Area

## Introduction & Background

In February 2006, the Town of Ridgway, Colorado put forth significant effort toward completion of the Transportation Element of the Comprehensive Plan, identifying the need to develop streetscape improvements within the downtown area. The Town hired a team of landscape architects and planners to help them pursue a streetscape design for that portion of the Town that generally includes the Historic Business District (HB Zone).

## Streetscape Study Area

The Streetscape Study Area was generally defined as the geographic area located within the HB Zone. The specific boundaries of the Study Area are depicted in Figure 1.

## Project Team

The Project Team selected by the Town of Ridgway was DHM Design and the Elk Mountains Planning Group, Inc. Members of this team had worked together on previous streetscape and planning projects. The key Project Team members were:

- Walker Christensen, Landscape Architect and Project Manager, DHM Design
- Laura Kirk, Landscape Architect and Principal-in-Charge, DHM Design
- Julie Ann Woods, AICP/ASLA, Planner/Public Facilitator, Elk Mountains Planning Group, Inc.

Working with the Project Team was Jen Coates, Assistant Planner with the Town of Ridgway. Ms. Coates served as the main point of contact between the community and the Project Team.

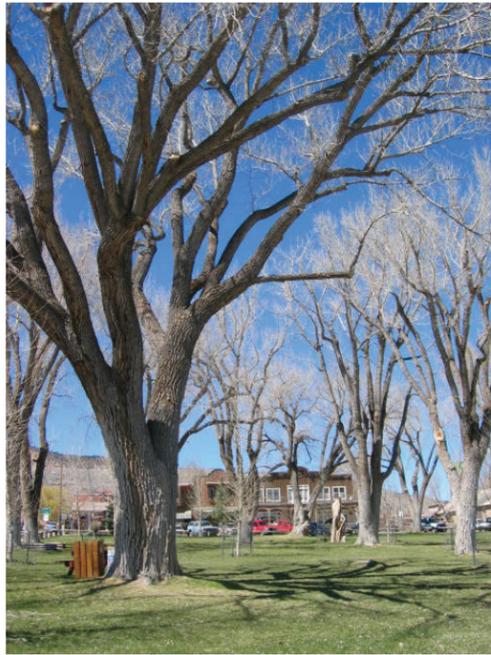
## Streetscape Steering Committee

In order to ensure the Project Team was on track with their assumptions, plans, and design of the streetscape, a group of local citizens was asked to serve on the Streetscape Steering Committee (SSC). The Steering Committee met with the Project Team prior to each public session, providing valuable input and insight into the community, and generally steering the direction of the project. (Notes from Steering Committee meetings are provided in Appendix A).

Steering Committee members were selected based on the various and multiple roles they played within the Ridgway community. With input from the Town Staff, the following community members agreed to serve on the Streetscape Steering Committee:

- Susan Baker
- John Clark
- Deedee Decker
- Darin Hill
- Melissa Johnson
- Lynn Kircher
- Doug MacFarlane
- Shawn McKearnan
- Barbara Morss
- Sheryle Pettet
- Roger Schaefer
- Pam Stewart
- Marcus Wilson

In addition to these members, Town Staff members Jen Coates, Town Manager/Planner Greg Clifton, and Town Engineer Joanne Fagan served as resources to the committee. Mike Jenkins, Street Maintenance, met with the Team to share his thoughts and concerns regarding the streetscape improvements and long-term maintenance.



## Streetscape Planning & Design Process

The Project Team was given several background documents to review and consider as part of the design process. These included the 2000 Comprehensive Plan, the Transportation Element, the Zoning Code, and a history book entitled The Town That Refused to Die Ridgway Colorado, 1890-1991 by Doris H. Gregory. All of this background information allowed the Project Team to quickly get up to speed on the community of Ridgway, and helped in the development of Project Goals. Working closely with the Town Staff, coordination with CDOT was arranged, a public process was developed, and the Master Plan design work began in the Spring of 2006.

## Transportation Element

The following excerpt from the Town of Ridgway's Transportation Element provides an excellent snapshot of the current transportation conditions within the Town:

"While initially a rail town, Ridgway now relies upon its streets, sidewalks and trails for transportation needs. Through more than a century of growth, Ridgway now manages 12.51 miles of roads within its corporate boundaries. The principle highways include Highway 62 (Sherman Street) and Highway 550. These two stretches of highway were designated as Colorado Scenic Byways in the year 1989. Much of the vehicular traffic utilizing these two highways represents pass-through traffic consisting of work force of the neighboring community of Montrose, which provides needed services to Telluride and other nearby resort communities. Tourism also represents a significant portion of the Ridgway traffic. It is estimated that between 7,000 and 11,000 automobiles and trucks pass through Ridgway on these Byways per day. The Town, in 2004, had an estimated population of around 753 people.

"It thus becomes readily apparent that Ridgway faces significant transportation issues, even for a town of this size. Growth has been increasing at a quickening pace in recent years, placing some additional burden on the Town's transportation infrastructure. Development is steadily increasing in the residential, commercial and light industrial areas. To note, the population in Ridgway in 1990 was close to what it was seven decades earlier, in 1920. In the fifteen years since 1990, the population has doubled."

The Project Team felt that whatever streetscape design was agreed upon, it should attempt to capture a significant amount of this highway traffic, while making it easy for local residents to get access to the downtown for their basic services.

## Project Goals

The Steering Committee agreed to the following set of Project Goals that were intended to ensure that the final design would achieve the following purposes:

1. Enhance the Ridgway streetscape while preserving local character.
2. Enhance the pedestrian experience into and throughout the Historic Business District for year-round use.
3. Identify locations for way-finding improvements into the Historic Business District.
4. Make coming to downtown fun, safe, inviting and memorable.
5. Create great outdoor spaces to hold events, to meet and greet, or people watch.
6. Improve and organize vehicular circulation with no net loss of parking and additional locations for parking.
7. Bring the natural beauty of the area into the heart of the district.
8. Use sustainable design strategies whenever possible.
9. Create an interface with CDOT to coordinate streetscapes.





## CDOT Coordination

### *Create an interface with CDOT to coordinate streetscapes.*

Goal #9 above was added by the Steering Committee because a section of State Highway 62, known locally as Sherman Street, runs through the Study Area. The Project Team met with the Region 5 Engineering staff for CDOT to discuss possible streetscape options for this section of State Highway. (Notes from that meeting are included in Appendix A). Several members of the CDOT team attended the community's Streetscape Open House held on June 28, 2006, and provided valuable insight into possible design options along Highway 62.

The Project Team held significant dialogue with CDOT regarding the raised median and parking along the Highway 62 corridor through town. The CDOT representatives previewing this project were apprehensive about any medians or highway "obstructions" protruding into and on the highway. They did suggest that the Town and CDOT may potentially agree to these types of improvements on and/or along the highway with a Memorandum of Understanding (MOU), which would clearly delineate the responsibilities of both parties. This MOU may include assumptions of responsibilities and financing by the Town for such improvements and maintenance. Something to this effect will require additional comprehensive dialogue with CDOT. CDOT clearly stated that if the Town were to propose a streetscape design different than the division standard, the Town would be responsible for all maintenance of that stretch of highway.

As the Project Team gained consensus on an overall streetscape design for the community, a number of questions came up that required additional CDOT input. Based on e-mail correspondence with CDOT's Mike McVaugh, Region 5 has agreed to the following aspects of the streetscape design:

- Parking along the north portion of Sherman St., south of Hartwell Park is acceptable.
- CDOT is open to bulb-outs (landscape islands) on Lena St. within CDOT right-of-way with an executed Memorandum of Understanding between CDOT and the Town for maintenance.
- CDOT agreed that a material change at the intersections such as colored concrete would be a possibility but there would need to be further discussion with the Town as the project moves forward into Design Development and Construction Documents. CDOT noted that this treatment at the intersections is a substantial cost difference from asphalt and CDOT would ask that the Town pay the difference if they feel strongly that this upgraded treatment is needed. CDOT is not open to a raised intersection (or traffic table) because of maintenance.
- CDOT will approve the proposed Sherman St. cross section and plan with modifications. CDOT would like to reduce the turn lane on both sections to a 12' width. This is in consideration of safety and traffic calming. The drive lanes can be a 14' width, including a Type 2B curb. The extra 2' gained can be distributed to the sidewalk on both sides, making the sidewalks 7' wide.
- An event banner over Hwy 62 is acceptable if it is a minimum of 20' in height to the bottom of the banner. The design of this would have to be submitted to CDOT for review and approval, and paid for by the Town; CDOT is willing to work with the Town on this item.

## Public Process

The Project Team developed a public process that would allow a variety of opportunities for the Ridgway community to provide valuable input and suggestions on how they would like their downtown streetscape to be developed. In addition to an initial start-up meeting with staff, and Steering Committee Meetings, the following public sessions were held to solicit suggestions from the community. (Notes from these meetings are also included in Appendix A):

- Workshop #1 (May 22, 2006) The Project Team made a PowerPoint presentation on their streetscape and public facilitation credentials; provided an overview of their findings related to the inventory and analysis of the Town's current conditions (challenges and opportunities); reviewed Project Goals; and facilitated a focused discussion with the attendees on what the community thought would be important for the Project Team to know before proceeding with design work. A summary of both the Steering Committee's and community's suggestions are included in Appendix A.

- Workshop #2 (June 28, 2006) This meeting was set up as the Streetscape Open House to allow community members to see the results of the Project Team's analysis and preliminary street cross-sections. Each Project Team member manned a "station" where various cross-section alternatives were presented. Community members were asked to vote for their preferred circulation plan, cross-sections, and parking layout. The results of this Open House allowed the Project Team to focus on the community's preferences before developing a refined final streetscape design. A summary of these community preferences is provided in Appendix A.

- Work Session with Town Council and Planning Commission (July 12, 2006) In order to ensure that the Project Team's direction from the community at large was consistent with direction from the Town Council and Planning Commission, an additional public meeting was scheduled with these decision-makers. The Project Team presented the community's preferences from Workshop #2, and sought additional input from the Council before proceeding into the refined final design.

- Workshop #3 (August 8, 2006) The Project Team presented the refined preferred alternative streetscape design to the community through a PowerPoint presentation and open discussion. Although there was poor attendance by the community at large, there was general agreement on some additional changes to the Streetscape Master Plan design. These included a more pedestrian-friendly cross-section for Clinton St.; an alternative circulation plan that reverses the flow on N. Lena St.; and improved pedestrian connections to the Town Parking Lot.

- Workshop #4 (September 19, 2006) The final Streetscape Design Master Plan was presented in a joint Work Session of the Town Council and the Planning and Zoning Commission. The design team presented the "draft" final plan and recommendations. There was much public input on losing parking on Sherman St. The Town Council recommended adding verbiage to the report that suggested retaining or creating parking in close proximity to Sherman St.

In addition to these public sessions, the community was encouraged to share their ideas and suggestions through Jen Coates who solicited input during the Brewfest. (Notes from the Brewfest are included in Appendix A). A number of articles were also written before and after each community meeting to ensure the community was kept informed of the Streetscape Master Plan process.



## Analysis of Issue Areas

In the course of inventorying the pertinent aspects of the community for the streetscape design, it became evident that several issue areas would need to be addressed if a successful design was to be developed. The following are the key issues (with Project Goals that were addressed) that the Project Team analyzed as part of the design process.

### Circulation

**Improve and organize vehicular circulation with no net loss of parking and additional locations for parking.**

**Bring the natural beauty of the area into the heart of the district.**

The Project Team reviewed the Transportation Element in order to evaluate the proposed circulation plan for the downtown area. Although some community members embraced that plan, others asked the Project Team to provide their input on the proposed circulation. The Project Team's initial reaction was that in order to capture significant mountain views within the downtown area (Project Goal #7), the traffic circulation should be in a clockwise movement as opposed to the current counter-clockwise movement starting north on N. Lena St. Although this alternative alignment did not receive the most votes at the Streetscape Open House, the Steering Committee asked the Project Team to include it as an alternative within the Final Master Plan. (See Figure 4).

The pros for existing circulation are that the community is used to going north on N. Lena St., therefore, it should remain northbound. It was also pointed out that unless there was a traffic light at Lena and Sherman St., it would be difficult to make a left turn onto Sherman St. during heavy travel times. Some community members felt that stacking on N. Lena St. to turn left onto Sherman St. would also "trap" parked vehicles on N. Lena St., causing disgruntled visitors from returning to downtown.

The pros for a clockwise circulation are that there would be two ways for westbound traffic to get to N. Lena (the most visible street in downtown) via N. Cora and N. Laura, encouraging more exposure to the entire downtown area. As mentioned earlier, mountain views that bring the natural environment into the town are best when viewed eastbound on Clinton St. and southbound on N. Lena St. Access to the post office can still be achieved via Clinton St. instead of N. Lena St.

Another circulation issue that came up during the design process was the likelihood that the community would see a new traffic light somewhere on Sherman St. (State Highway 62). The community concluded that if a traffic light is installed, it should be located at Railroad St. because it currently serves as a major collector street for the new school and River Park Subdivision.

The Project Team was asked to evaluate the re-alignment of Railroad St. at Sherman (Hwy 62) as part of the Streetscape Master Plan. The Project Team had been informed that previous CDOT staff indicated Railroad St. would need to be aligned on both the north and south sides of Sherman St. before a traffic light would be considered for installation.



Figure 2. Preferred Circulation Plan

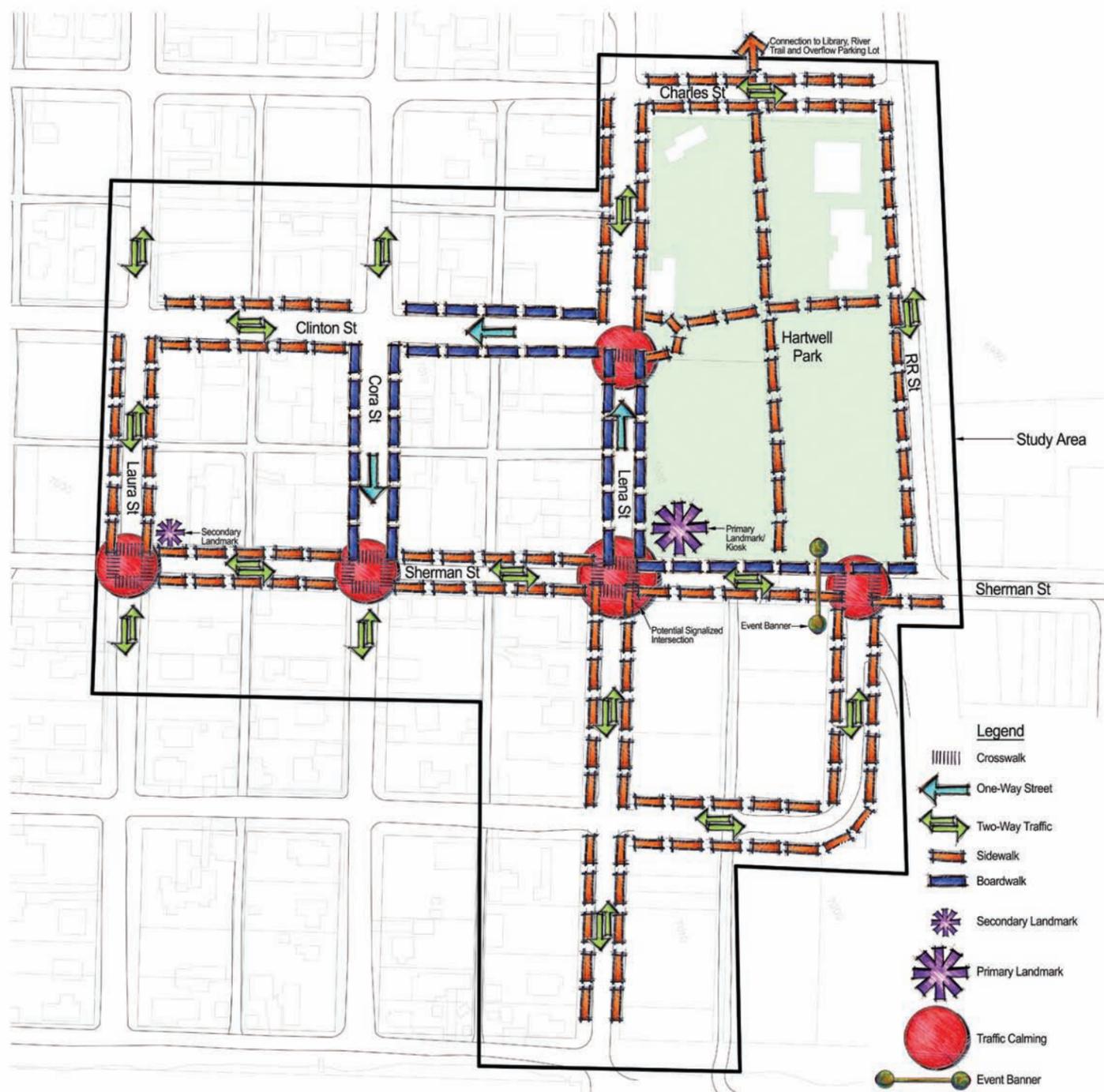


Figure 3. Circulation Plan-Transportation Element



Figure 4. Alternate Circulation Plan

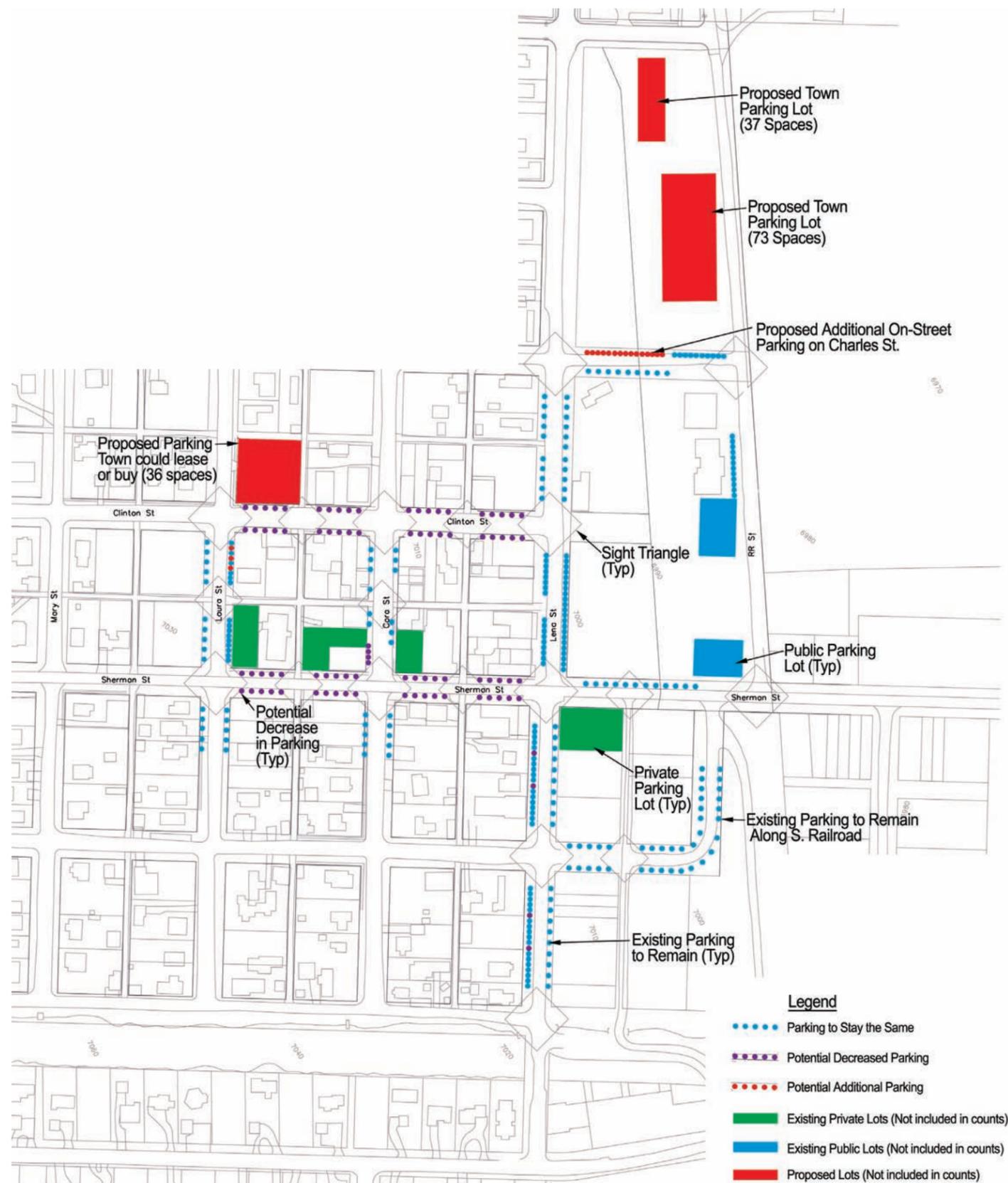


Figure 5. Parking Diagram

This topic has been studied by Town Staff and decision-makers for several years with no clear final conclusion being drawn. The goal is to ultimately connect to County Rd. 23 to Ouray via this intersection. At issue are the tennis courts in Hartwell Park that would need to be partially removed if the Railroad St. alignment is to match the right-of-way south of Sherman St.

The Project Team's observations are that the Town will likely encounter resistance from a strong tennis community. Further, our experience has been that any encroachment into, or taking of land from an established park will draw out many community members to oppose the idea. The Town's decision-makers should give careful consideration to these two potential anti-alignment camps. The Project Team believes the most critical issue is to get the Town and CDOT to come to some agreement on this alignment as soon as possible.

### Deliveries

Deliveries will occur wherever space will allow. Currently, most deliveries occur in the middle of the streets with vehicles maneuvering around them. Some (limited) deliveries occur through the alleys. If the town wishes to encourage alley delivery (minimizing vehicle and pedestrian conflicts), then the alley will need to be re-graded and regularly maintained to allow ease of access. Alternatively, the Town could establish specific delivery times (usually before 8 am and after 8 pm). The Project Team expects that delivery trucks will continue to use whatever space is available, even after improvements. If it becomes a problem, the Town will need to determine a way to manage the deliveries in the future.

### Parking

**Improve and organize vehicular circulation with no net loss of parking and additional locations for parking.**

Project Goal #6 calls for no net loss of parking in the downtown area. Without defined parking spaces (due to the dirt streets), it was difficult to determine exactly how many parking spaces each street segment contained. However, the Project Team took measurements from an aerial photo and field checked potential parking spaces to come up with the baseline data (See Figure 5 and Table 1).

The biggest loss of parking will occur along Sherman St. where CDOT has expressed the need to eliminate parking, except along Hartwell Park. Even with the elimination of 40 spaces along Sherman St., through careful alignment and one way traffic flows, and creation of a Town Parking Lot, the Project Team was able to preserve or create 374 out of 330 existing spaces within the downtown area, (not including private parking lots) with the proposed streetscape improvements (a net gain of 44 spaces). The design team recommends creating Town Parking Lots within close proximity to the park and historic core to offset any parking loss.

Several members of the Ridgway community attended the Final Streetscape Master Plan presentation meeting to express concern about the loss of parking on Sherman St. Although the Project Team did indicate that parallel parking could be provided within the Sherman St. right-of-way, it would require the loss of landscaping and the reduction of sidewalk width. Further, CDOT would need to weigh in on this alternative cross-section. Town Council requested that the Project Team indicate that the loss of parking on Sherman St. is an important issue to the community, one that, to the extent possible, additional parking opportunities in proximity to Sherman St. be considered as the project moves forward.

With much foresight, the Town has acquired a significant amount of land for overflow parking just north of the Town Library, referred to as the Town Parking Lots. This parking area is just a short walk into downtown and should be considered a potential parking area for employees and shopkeepers on a daily basis, as well as parking for visitors coming to special events.

The Project Team heard from several employees that they won't park in off-street lots if they are too dark and deserted, especially during winter months. Only by creating a pleasant walking experience to and from these lots will the downtown be able to provide adequate parking for customers at all times of the day and evening. To address this concern, the Project Team recommends that a detailed lighting design be developed that will connect downtown with the Town Parking Lots through Hartwell Park via a lighted path and a crosswalk at Charles St.

A parking management strategy for business employees is another recommendation that the Town should consider implementing. The Project Team observed that shopkeepers and employees often park all day in front of their retail shops, thus reducing parking availability for potential customers. Because the Town does not limit parking, there is no reason for employees and shopkeepers not to park there. The Project Team suggests the Town discourage this practice by encouraging employees and shopkeepers to park in the off-street parking lots. This will begin to open up space immediately in front of the businesses, thus ensuring adequate on-street parking even after the streetscape improvements are implemented.

The Project Team further recommended that the town consider leasing parking from the Antique Store and the Church located near Sherman St. These lots are in close proximity to businesses and are only occupied a small amount of time. The town should also consider leasing the vacant lot at N. Laura St. and Clinton St. for special event parking.

**Ridgway Streetscape  
On-Street Parking Count Comparison  
Based on Preferred Cross-Section Options  
September 19th, 2006**

	Existing	Preferred Option	Change in Quantity	Reason for Change
S. Lena St.	62	54	-8	Added landscape islands.
N. Lena St.	62	70	8	Formalized diagonal parking between Clinton and Charles
Sherman St.	52	12	-40	Added center turn-lane.
N. Railroad St.	12	12	0	No change at this time.
Clinton St.	54	39	-15	Parallel parking on both sides.
Cora St.	22	20	-2	Formalized sidewalk for connectivity and added landscape islands.
Laura St.	24	27	3	Changed to one-way street w/diagonal parking on one side.
Charles St.	18	30	12	Formalized diagonal parking on north side and parallel on south.
Municipal Lot North of Library	24	73	49	Formalize parking lot.
Municipal Lot NW of Trail	0	37	37	Create new parking lot.
<b>Totals</b>	<b>330</b>	<b>374</b>	<b>44</b>	

Potential Public Parking Lot Options:  
Lease or Buy Parcel at NE Corner of Clinton & Laura = Approx. 36 spaces

### Special Event Parking

*Make coming to downtown fun, safe, inviting and memorable.*

When the Town of Ridgway has special events such as Brewfest, the Arts and Craft Fair, etc., parking is at a premium. It is not unusual for visitors to park along Railroad St. and in the residential neighborhoods near Hartwell Park. Special Events provide the Town with the opportunity to capture new visitors, enticing them to become returning visitors. By making it easy for visitors to find parking and get them out of their vehicles and on foot quickly, a positive impression of Ridgway can be imprinted on each visitor.

During Special Events, additional signage and flagging personnel should be required to steer visitors to the Town Parking Lots to park their vehicles. This parking area is just a short walk to the Special Event venue (Hartwell Park), and downtown, and should be filled to capacity before overflow parking is allowed along Railroad St. The Town should also require advance advertisements for the Special Events to indicate "park at the Town Parking Lots" as another parking management strategy. With improvements to these off-street lots that will organize and shade the area, visitors won't hesitate to return to Ridgway on an annual basis. Please refer to the plan for the Town Parking Lots (Figures 6 and 7).

### Hartwell Park

*Enhance the Ridgway streetscape while preserving local character.*

Town Park, or Hartwell Park is a central attraction for the Ridgway community. The stately cottonwood trees offer a shady oasis and a place to stop and stretch legs for visitors. Its location adjacent to downtown will serve the community well by having a permanent connection to the Town's center of commerce, while serving as an outdoor venue for special events. Care must be taken not to overdevelop the park (by placing public buildings within it), and not to "love it to death" with too many activities. The managed use of the park for key special events should remain a priority for the Town.

The streetscape design should reinforce this connection to the park, but not overpower the simple park features. Further, the Project Team feels that the park's character, with its presence of large trees, sets the tone for additional street tree planting throughout Town. Not only should new development be required to preserve existing trees, but it should also provide new street trees consistent with the character and street tree pattern of Town. The Project Team recommends that the Town consider implementing a strong tree preservation regulation that would apply to the entire town. This is what will continue to set Ridgway apart as a jewel in a rural valley setting.

Table 1

Does not include south residential streets



Figure 6. Off-Street Town Parking Lots

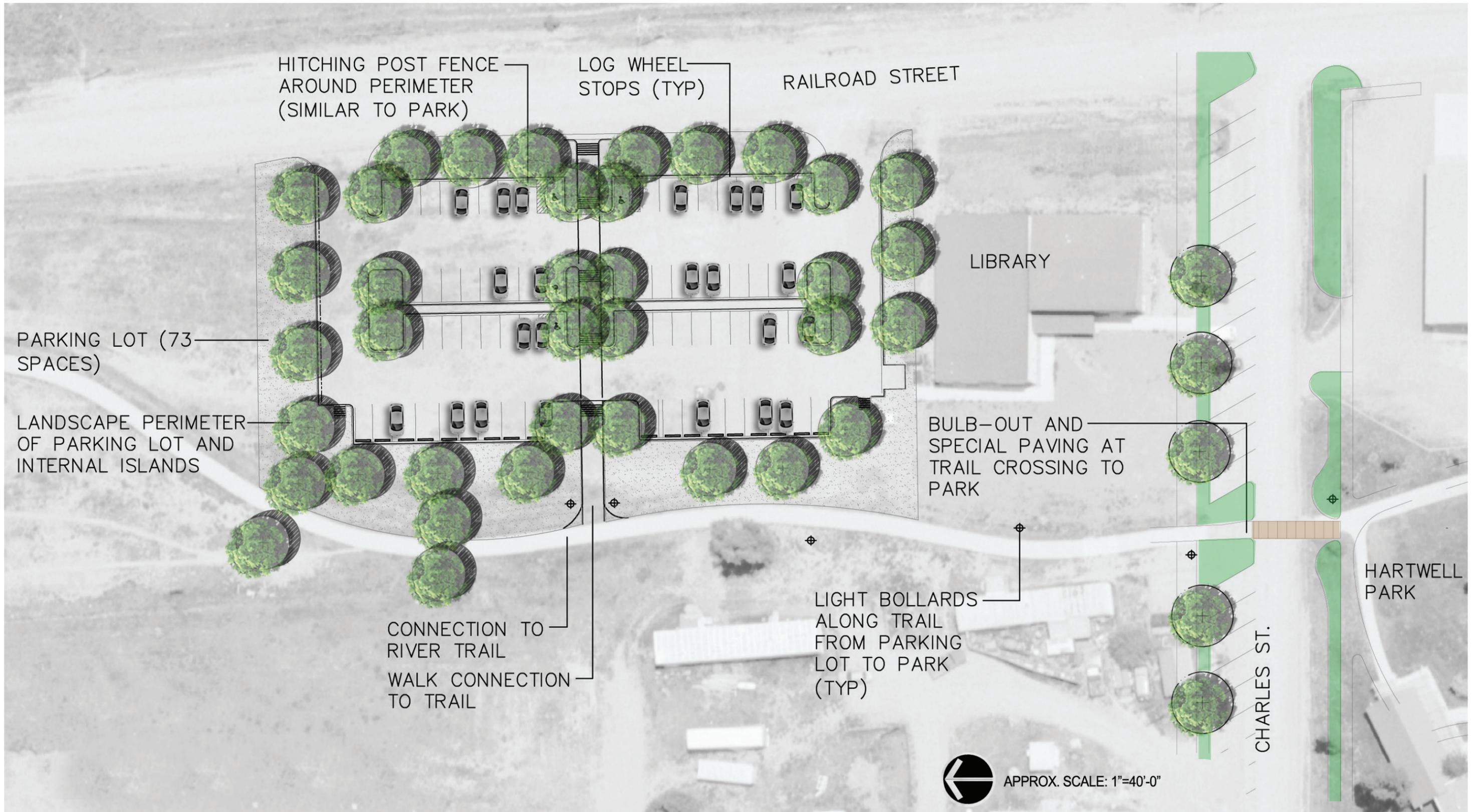


Figure 7. Main Off-Street Parking Enlargement

## Pedestrians and Bicyclists

*Enhance the pedestrian experience into and throughout the Historic Business District for year-round use.*

*Make coming to downtown fun, safe, inviting and memorable.*

In order to make it easy for people to come downtown (Project Goals #2 and #4), improvements to sidewalks and bike paths are critical. The Project Team discovered many existing sidewalks in poor condition, misaligned, or missing altogether. Considering the number of young people in the community, it should be easy for mothers with strollers and small children on bikes to maneuver through town. Further, Ridgway is a popular destination for road cyclists, and many make their way through the community during the height of the summer season. Touring cyclists have different needs than residents, but should be considered, nonetheless.

The Project Team feels strongly that sidewalks throughout the downtown area are critical to a successful streetscape and downtown vitality. New development should be required to implement new sidewalks, consistent with the Streetscape Master Plan, as projects develop. The Team also recommends that bike racks be installed throughout the downtown area to encourage bicycling as an alternative transportation mode by residents for daily errands. Typical locations for bike racks have been indicated on the Furnishings Plan (see Figure 13).

Although the Project Team initially recommended a striped bike lane along Sherman St. for touring bicyclists, the community felt that this would be inconsistent with the remainder of Highway 62, and did not want this shown on the plans. The plans have been drawn to reflect enough width for a touring cyclist to ride safely through Ridgway, but no bike lane stripe is indicated. Community members did not want to encourage school age children to ride their bikes along Sherman St. to the school complex.



## Signage

*Identify locations for way-finding improvements into the Historic Business District.*

Although signage was not part of the project scope, the Project Team recognized that signage is critical to the success of a downtown and streetscape project. The Project Team did a cursory review of the Town's sign code and determined that it is a very lenient sign code. It is our opinion that if a successful streetscape is to occur, the town will need to have more review authority over signage.

It is not unusual for communities to require permits for all signs (except governmental signs and traffic control devices). Further, the Town can charge fees for sign permits, though there are some signs that they may not be able to charge (such as political signs). However, it should be clear that the Town has the ability to review and approve what will be added to the visual public realm. The Project Team recommends that the Town study its sign code to better regulate the size, number and placement of signs within the downtown area, keeping character and economic vitality in mind.

The Project Team also felt it was critical to establish a Project Goal (#3) that dealt with wayfinding. One of the recurring themes the Project Team heard from the community and Steering Committee members was that visitors didn't know that a whole other part of downtown existed beyond Sherman St. and N. Lena St. Though it was not part of the Master Plan design scope to develop specific signage for the downtown area, the Project Team did agree to identify key locations for signage to encourage visitors to find parking and come to downtown.

Two areas that should be considered for "Public Parking" signage with directional arrows to the Town Parking Lots are on Sherman St., east of Railroad St. for westbound traffic and on N. Lena St. near the Post Office. The Town should also consider adding signage at Charles, directing traffic into the lots.

If the Town decides it wants to change traffic circulation in downtown in a clockwise direction, then we suggest that signage on Highway 62 near Railroad St. should indicate "To Downtown and Public Parking". This would be especially useful during special events when visitors will be inclined to park first and discover downtown on foot.

Other critical signage locations on Sherman St. are at key entries to downtown—near N. Railroad St. and Laura St. These locations call for more significant signage, perhaps entry bollards, a kiosk, or other entry artwork of local interest.

Finally, the Project Team recommends that an artistically designed community banner structure be constructed across Sherman St. near Railroad St. CDOT will require that the Town work with them to ensure that CDOT requirements are met, but they are open to the idea of a banner sign across the highway. The Project Team agrees that this should be a signature piece that helps to further define the Ridgway community, while heralding special events and activities that visitors will stop for and participate in. Placement should be just west of Railroad St. so that westbound traffic will be inclined to turn at N. Lena St. and eastbound traffic will still have an opportunity to turnleft at Railroad St. to take part in the activity.

## Lighting

*Enhance the Ridgway streetscape while preserving local character.*

Throughout the public meetings, community members relayed how important it is to keep Ridgway's rural character, including a night sky visible from Town and not compromised by streetlights. The community and Project Team agree that pedestrian-scaled lights and low bollards should be used in the downtown area as opposed to tall street lamps that emit more light pollution.

## Outdoor Seating

*Create great outdoor spaces to hold events, to meet and greet, or people watch.*

Most successful streetscapes provide plenty of outdoor spaces to sit in the sun, especially during winter months. However, during summer months, the sun can be too hot to enjoy for very long. Therefore, the Project Team is proposing that benches be placed in both the sun and shade between street trees.

As indicated on the Master Plan (see Figure 8), the sunny side of Clinton Street, as an example, is proposed with a wider sidewalk and streetscape amenities area. Restaurants and shopkeepers are encouraged to use this wider area to place outdoor seating for guests, encouraging more vitality in downtown. The town should encourage the use of these public spaces in the Historic Business District by restaurateurs and merchants, provided they don't impede pedestrian traffic.

## Drainage & Street Materials

*Use sustainable design strategies whenever possible.*

One of the most endearing and charming characteristics of Ridgway is its dirt streets. However, during mud season, crossing Ridgway streets can be a challenge, especially for strollers and bikers. Though many community members expressed their desire to maintain the dirt streets, the Steering Committee recommended that it was time to pave the downtown streets.

One of the concerns of the group was how to maintain the Town's character with additional street pavement in the downtown area. The Project Team felt that some portions of the streetscape should be less "engineered" than others in order to keep Ridgway's rural character. The Town Engineer feels that it is time to address renovation of streets, which should likely come from a comprehensive drainage plan. The Streetscape Master Plan design is proposing that the downtown streets be paved for several reasons:

1. It improves air quality;
2. It reduces issues with mud, making the downtown accessible year round (Project Goal #2).
3. It is more pleasant for people-watching when clouds of dust are not kicked up.
4. It allows maximization of parking by organizing parking areas with striping.
5. The Town specified that the 6/10th penny tax was intended for street paving.

The next step for the Town is to complete a drainage and engineering study for the downtown to help determine detailed costs for the streetscape improvements.

As with any design, there are pros and cons for various surface materials. Please see Appendix C for the pros and cons on surface materials, including long term costs of maintenance.

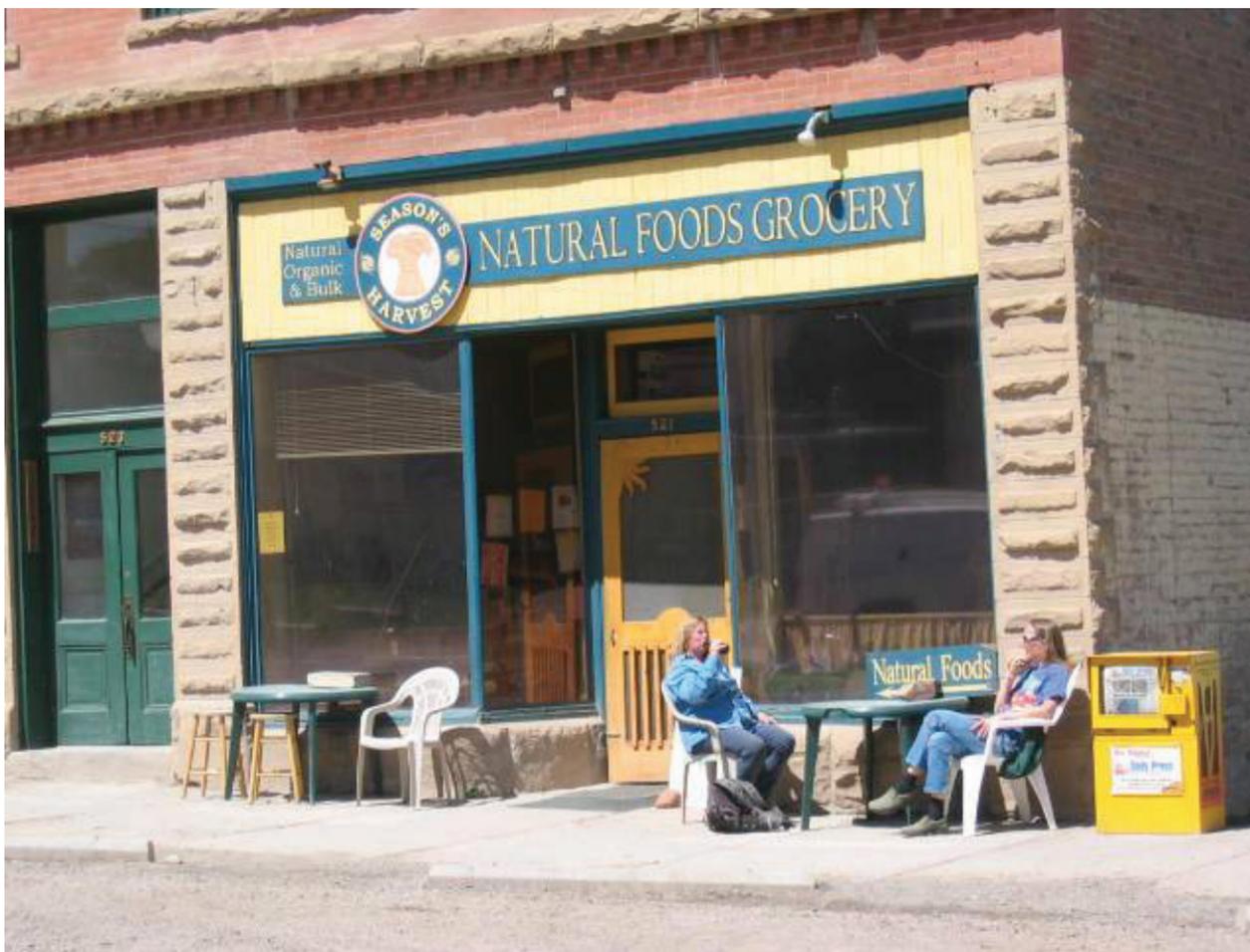




Figure 8. Master Plan

## Master Plan Design

This section presents the refined Streetscape Master Plan design recommended by the Steering Committee with the community's input.

### Plan Details

1. Traffic calming at intersections along Hwy 62/Sherman.
2. Alignment of Railroad St. for future traffic signal.
3. Landmark/Information Kiosk at Railroad St. and Hwy 62/Sherman.
4. Event Banner west of Railroad St. intersection with Hwy 62/Sherman St.
5. Secondary gateway landmarks at Laura St. and Sherman St.
6. Sidewalks on both sides of every street.
7. Boardwalk extension from alley to Clinton on N. Lena St.
8. Special paving on Clinton St., street can be closed for special events.
9. Street Circulation- One-way loop Lena St. north to Clinton St. west (2 blocks) to Laura St. south.
10. Off-street town parking lot proposed north of Library.
11. Enhance pedestrian connection from Lena St. to parking lot with trees and lighting for way-finding and safety.
12. Special paving at important mid-block crossings to Hartwell Park.
13. Improve sight vision triangle at North Cora St. and Sherman St. by pulling landscaping back and eliminating parking on Sherman St.

### Street Cross-Sections

In early July, the Project Team was able to get clear direction from the Town Council on the final direction for the Streetscape Master Plan and street cross-sections. The following cross-sections for each of the Study Area streets are intended to serve as templates for other streetscape improvements throughout the community:

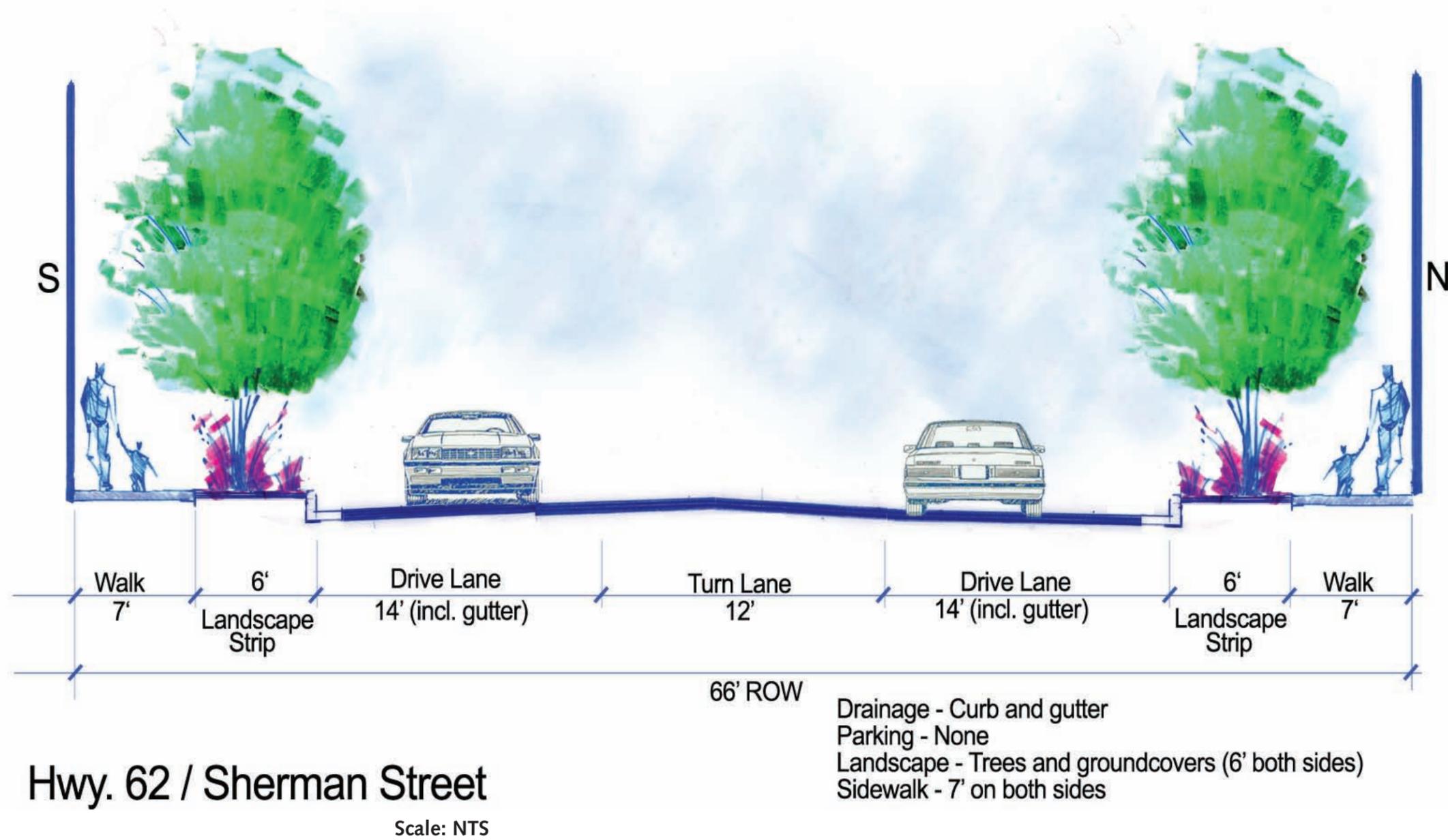
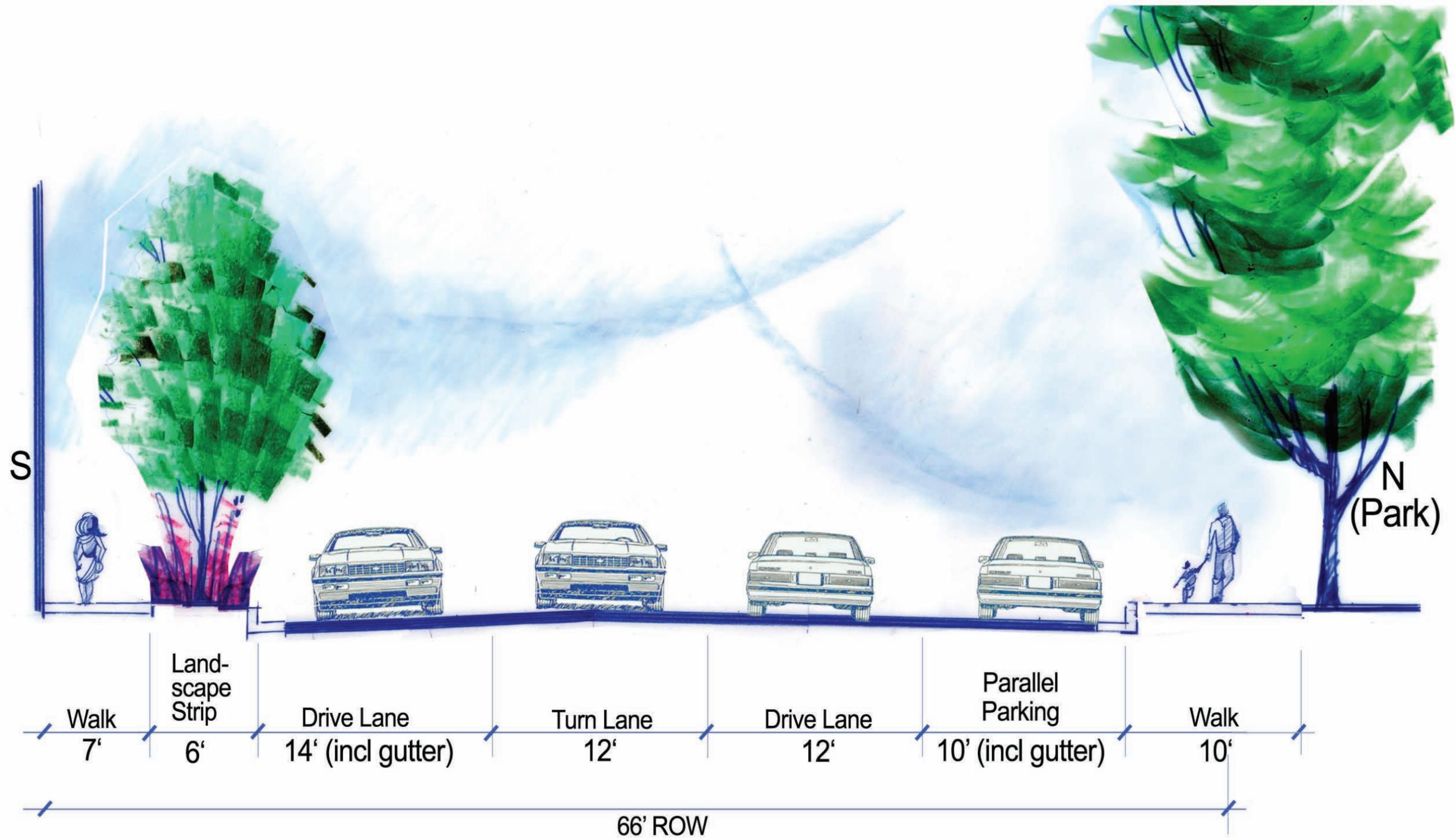


Figure 9. Hwy 62/Sherman St. Cross Section  
Preferred CDOT/Steering Committee/Public Meetings



**Hwy. 62 / Sherman Street at Hartwell Park**  
 Scale: NTS

Drainage - Curb and gutter  
 Parking - Parallel on north side of street only  
 Landscape - Small trees and groundcovers on south side  
 Sidewalk - 7' walk on south side and 10' walk on north side;  
 walk on north side ties into existing walk along park.

Figure 10. Hwy 62/Sherman St. Cross Section at Hartwell Park

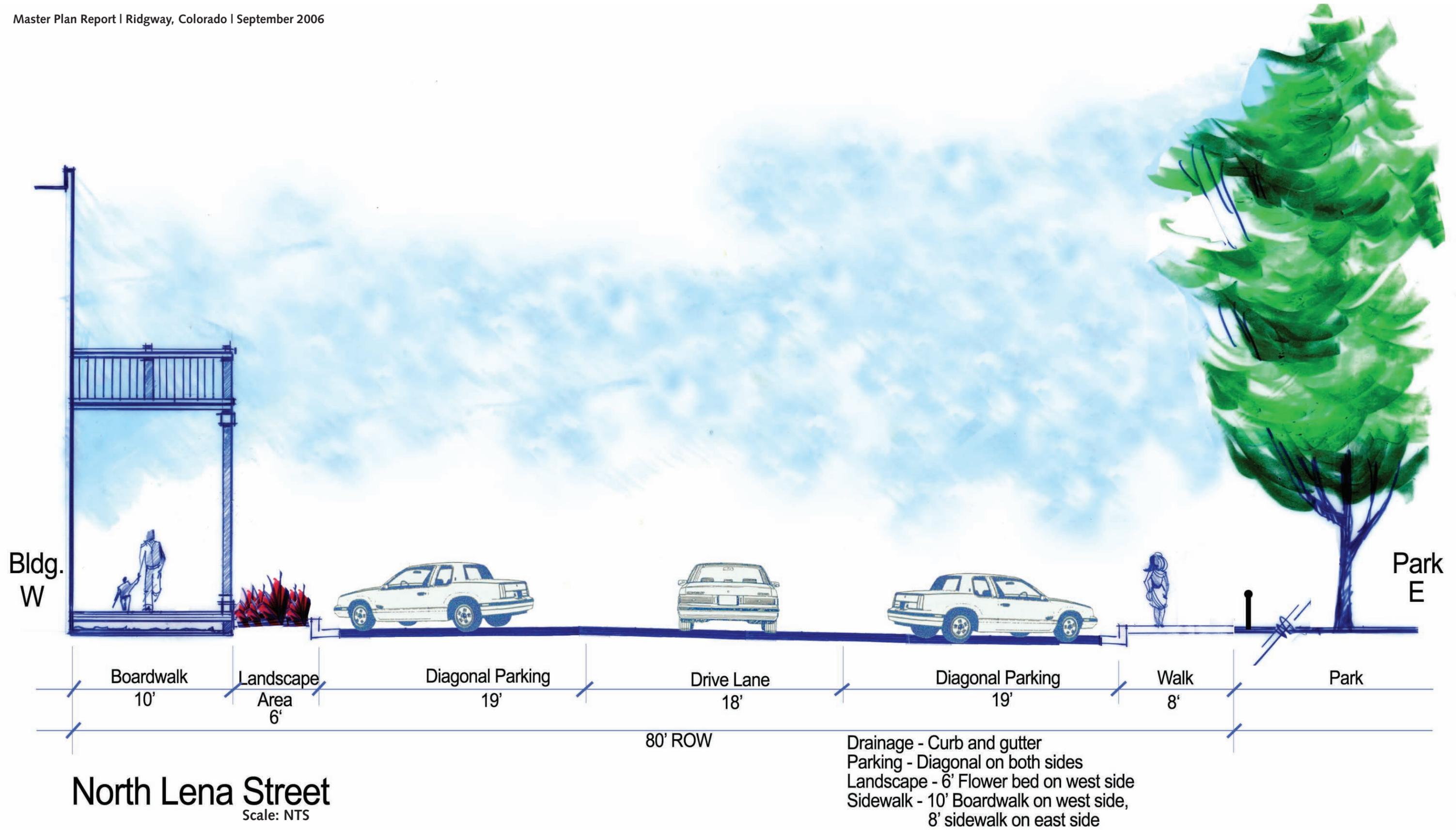


Figure 11. North Lena Cross Section

### South Lena Street Plan

1. Add landscape islands on both sides.
2. Organized parking on east side of street.
3. Added sidewalk on east side.
4. Accommodate access to Mountain Market and other businesses. See Final Master Plan Figure 8.

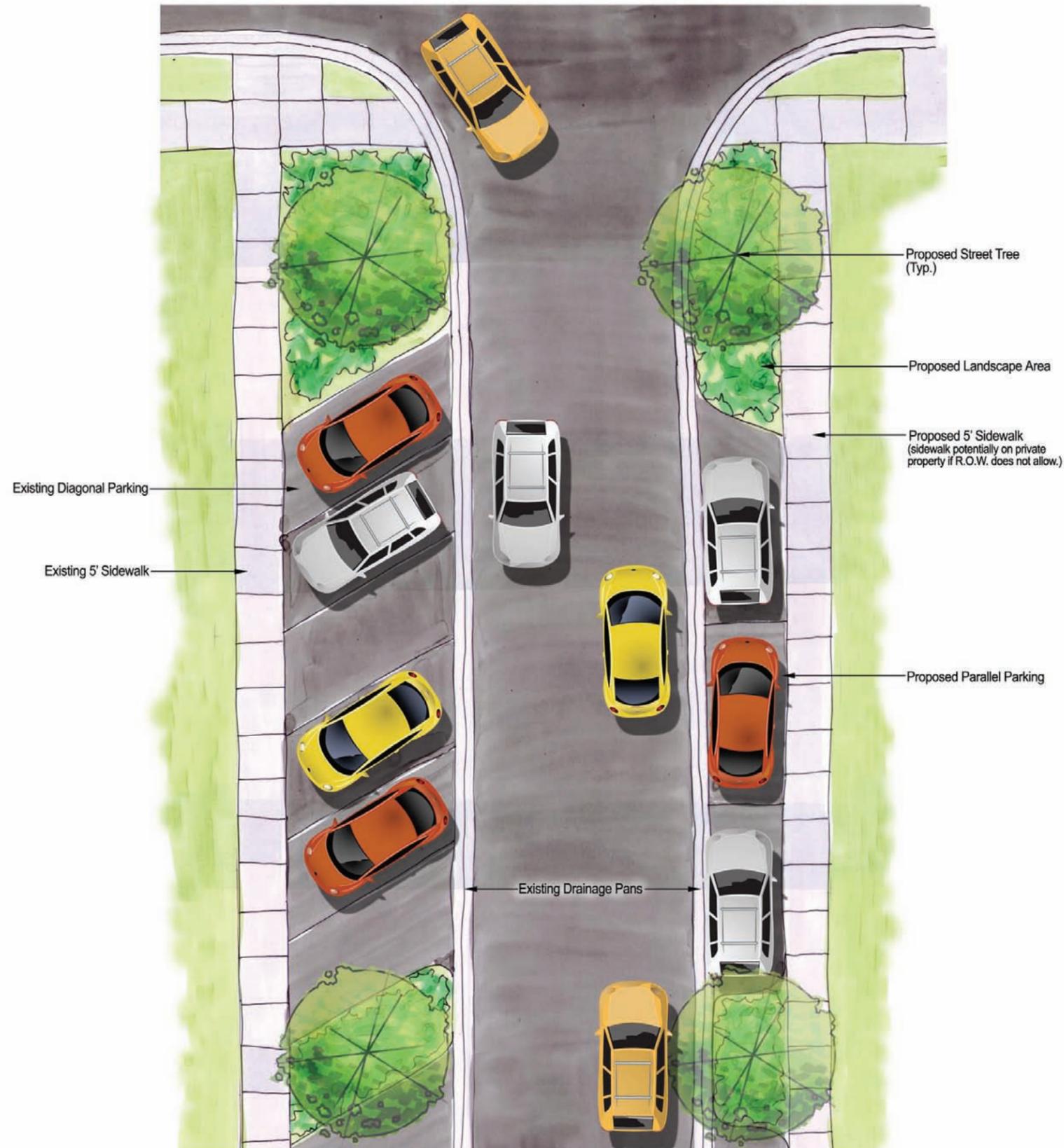


Figure 12. S. Lena St. plan view

Scale: NTS

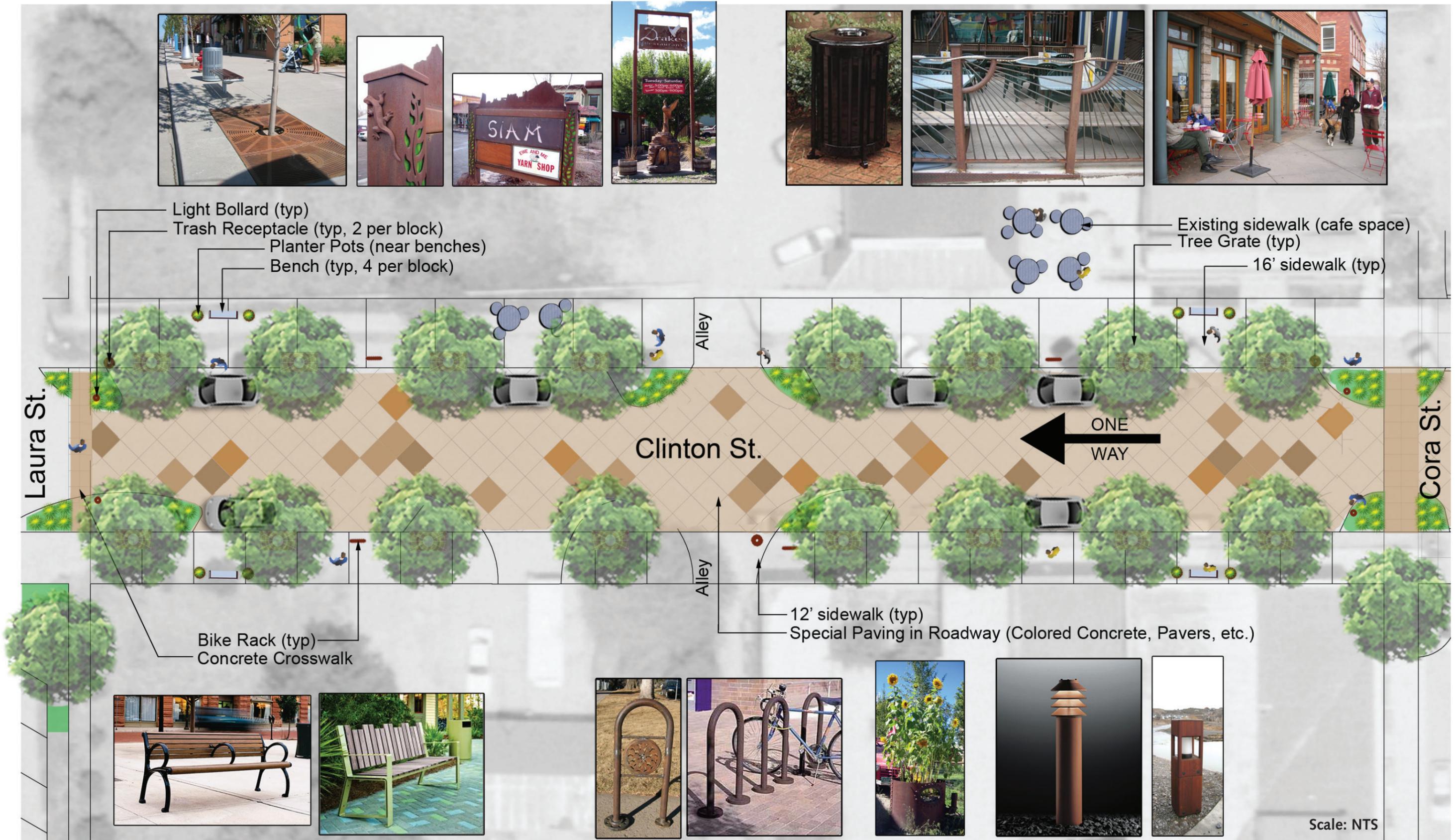


Figure 13. Clinton Street Enlargement

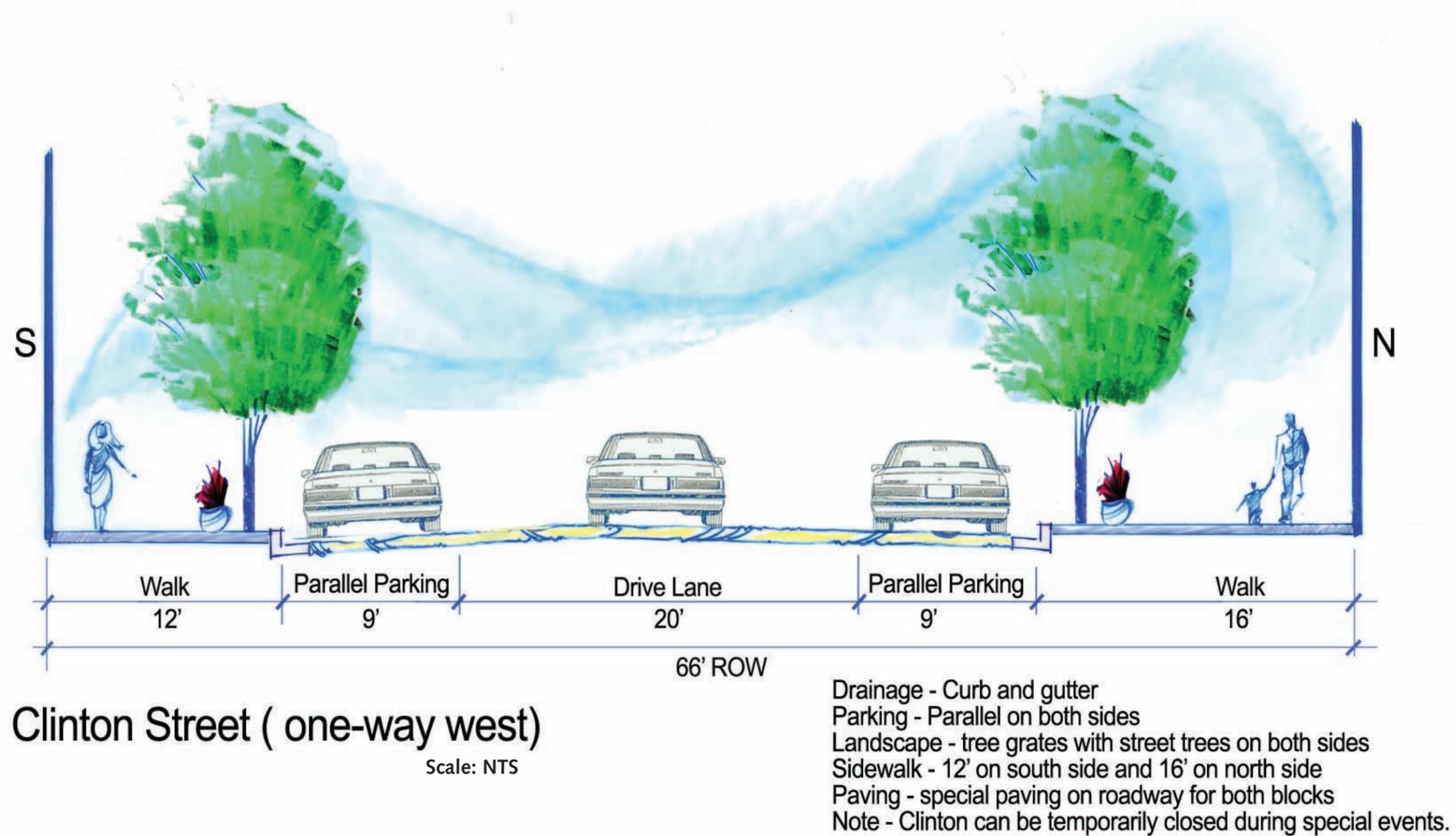


Figure 14. Clinton St. Cross Section

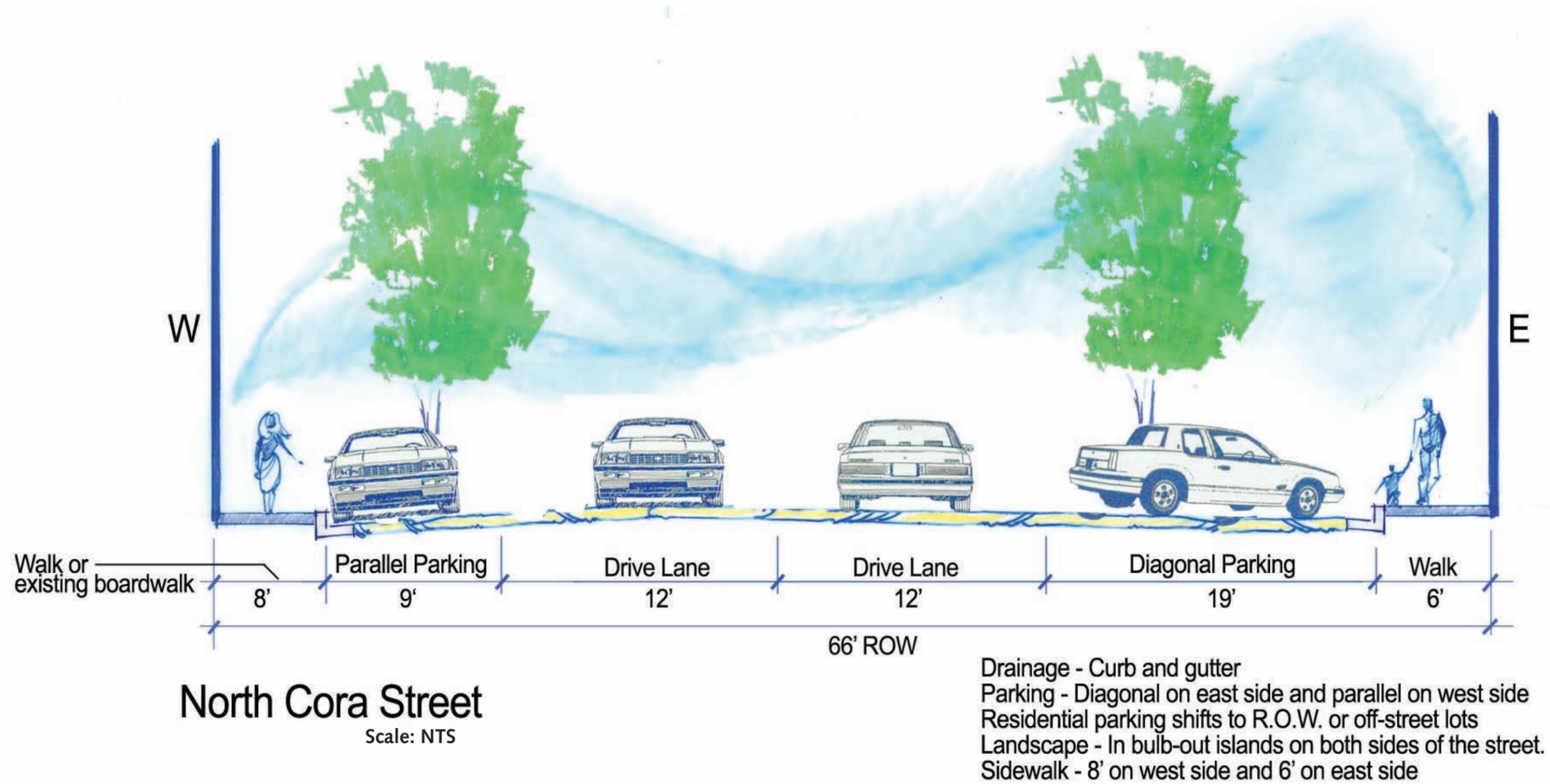
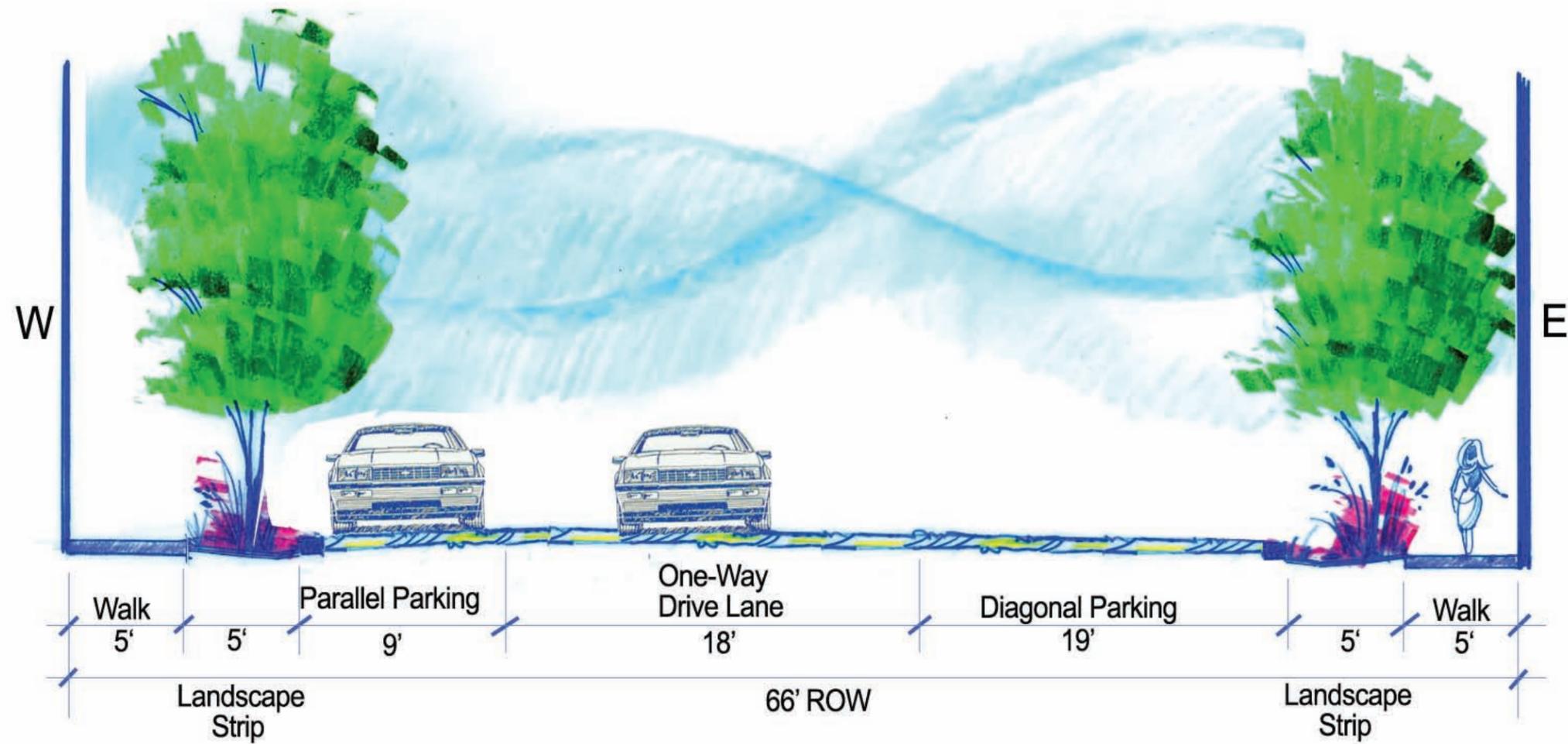


Figure 15. Cora Street Cross Section

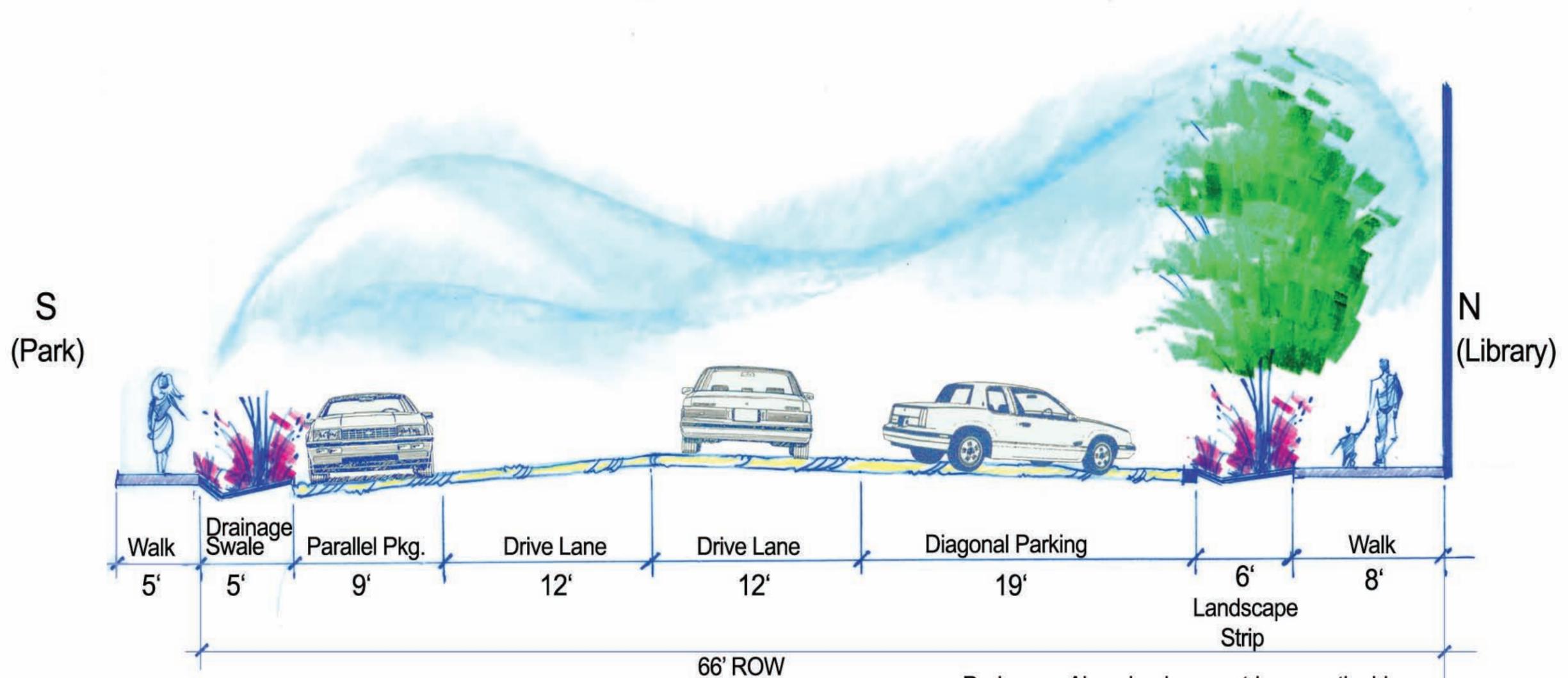


**North Laura Street (one-way south)**

Scale: NTS

Drainage - Crowned to landscape strips on both sides  
 Parking - Parallel on one side, diagonal on one side.  
 Landscape - Trees and groundcovers (5' both sides)  
 Sidewalk - 5' on west side, 5' on east side

Figure 16. Laura Street Cross Section



**Charles Street**  
Scale: NTS

Drainage - Along landscape strip on north side, existing drainage swale on south side  
 Parking - Diagonal parking on north side and parallel parking on the south side  
 Landscape - Trees and groundcovers on north side, park on south side. Potential for additional street trees in drainage swale.  
 Sidewalk - 8' walk on north side, 5' walk on south side within park

Figure 17. Charles Street Cross Section

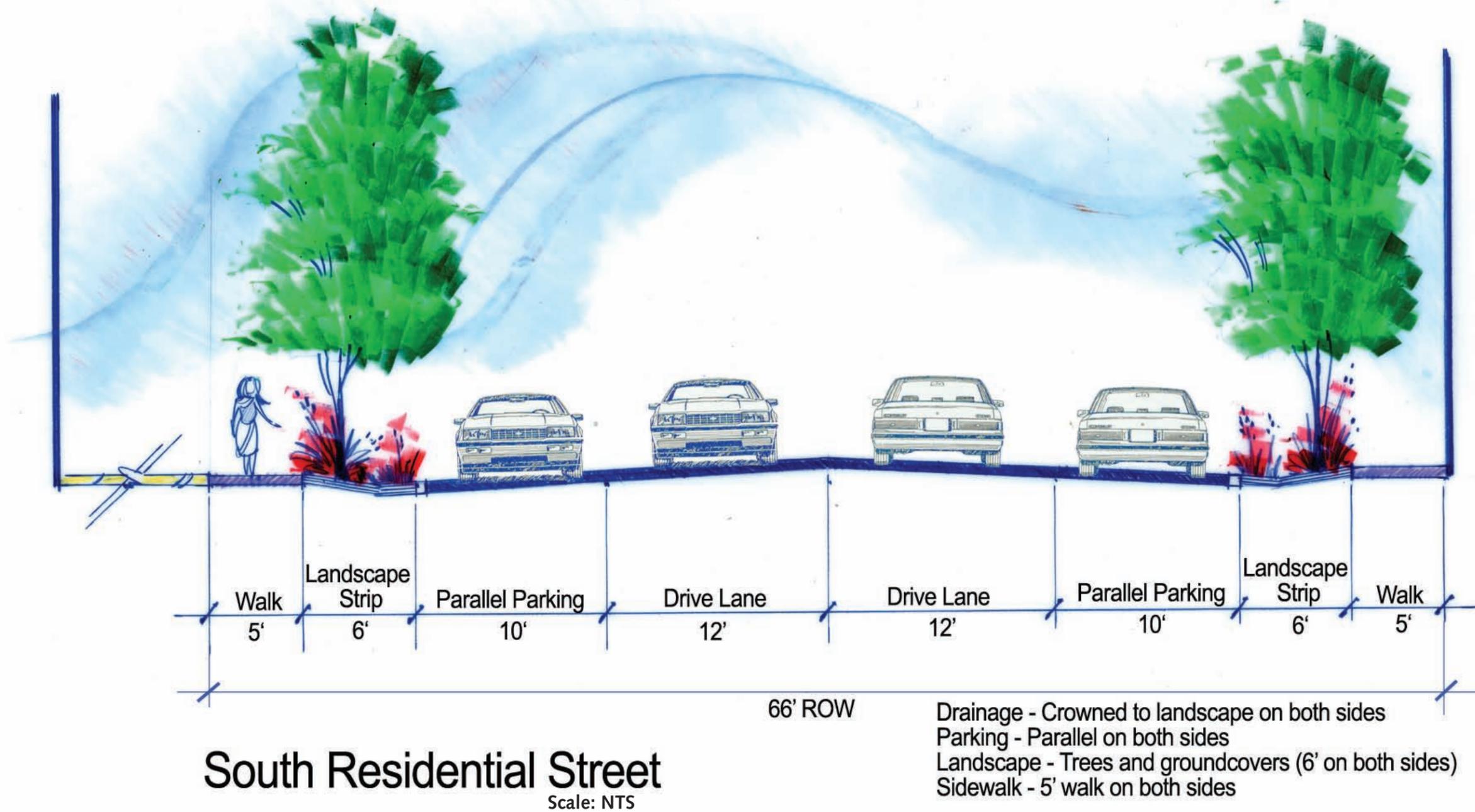


Figure 18. South Residential Cross Section

Intersection of Sherman and Lena



Before



After

## Recommendations

The following are the Project Team's recommendations for project priorities, general concepts, sustainability and furnishings and materials for the Streetscape Master Plan.

### Project Team Recommended Priorities:

As part of the streetscape design process, the Town Staff requested that the Project Team provide their recommendations on priorities for implementation. The Project Team recommends that the Town's top priority should be to work with CDOT to get Sherman St. into the Design Development phase as quickly as possible. It may take several years before funding for this stretch of highway is available, and it is incumbent on the Town to work with CDOT to make the Sherman St. improvements a priority.

The Team suggests the second priority is to implement improvements to Clinton St. and N. Cora St. next. These improvements will breathe new life and vitality into downtown, especially when viewed from Sherman St. Further, improvements to Clinton St. are the same no matter which direction traffic flows, due to the parallel parking layout.

N. Lena St. and N. Laura St. would follow. N. Lena St., adjacent to Hartwell Park, already has a pleasant character that would be strengthened, but does not need to be the highest priority.

### General Recommendations

Throughout the process, the Project Team photographed, studied, and debated the various options for each street, asking the question "what is best for Ridgway in the long run?" In the course of this study, several ideas and suggestions came up that the Project Team believes will ensure that the final Streetscape Master Plan design will be correctly and carefully implemented over the next several years.

One of these suggestions is to revise the Historic Business (HB) Zone district regulations to ensure appropriate land uses will reinforce a successful streetscape and will bring more vitality to the Historic Business District. The Project Team's preliminary review of this zone district's regulations is included in Appendix B.

Implementation of some of the following recommendations will reinforce the success of the streetscape while others may require additional study by the Town. The Project Team is available to assist the Town with this additional work, if requested.

1. Complete a comprehensive drainage and engineering study of the downtown area to help determine detailed costs for improvements, in partnership with Project Team so the intent of the Master Plan design is followed through.
2. Work with CDOT to reach an agreement on the preferred Railroad St. alignment as soon as possible.
3. Develop construction drawing sets in partnership with the Project Team to ensure the streetscape is not over-engineered.

Boardwalk along Lena



Before



After

4. Develop a parking management plan/strategy for employees for daily use as well as for special event parking.
5. Develop a detailed lighting plan that will connect downtown with the Town Parking Lots through Hartwell Park via a lighted path and a crosswalk at Charles St.
6. Work with the owners of the lot located at the northwest corner of N. Cora and Sherman Streets and/or the Church (Sherman and N. Laura St.) to lease these parking areas for employees and nearby residents to park in during the day, freeing up on-street parking for visitors and commerce.
7. Consider leasing the vacant lot located on the northeast corner of N. Laura and Clinton Streets for special event parking as an interim use until the lot is commercially developed.
8. When development is proposed for this key parcel, it should be for retail/restaurant uses with a zero foot front yard setback and offices or residential uses on the upper floor(s). (The Project Team feels that all redevelopment along Clinton and Cora Streets should be higher density to ensure vitality in the Historic Business District).
9. Re-open discussions with the community on required on-site parking (off alleys) or cash-in-lieu (through a special or conditional use review) in the Historic Business District.
10. Require all developments to include a construction management plan that will address parking during and after development.
11. New development should be required to implement new sidewalks, consistent with the Master Plan design, as projects develop.
12. The Town should study its sign code to better regulate the size, number and placement of signs within the downtown area, keeping character and economic vitality in mind.
13. All banner structures, kiosks, and similar landmarks should have a consistent metal, sculptural design theme similar to the sculptural metal work found around town. The Town should consider holding a design competition for the development of such structures.
14. Formalize the Town Parking Lots north of the Library to maximize parking. Use hitching post-style fences as edges to organize parking. Define the edge of the lots with landscaping treatment, including trees to reduce summer heat.
15. As development increases south of Sherman St., the Town should consider developing new parking requirements for these areas that will ensure these future businesses can survive in a competitive environment.
16. Prohibit solid fences in the downtown area. Fences, if provided, should be open and friendly and kept to a 42" maximum height.
17. Consider a comprehensive review of potential zoning and ordinance changes that could improve economic vitality in the Historic Business District.
18. Investigate the benefits of designating the community as a Certified Local Government (CLG) in order to bring benefits to owners of historic properties within the area, encouraging restoration of key historic buildings.
19. Consider a future shuttle system that will allow safe passage to downtown from outlying parking areas and neighborhoods.
20. Add sidewalk on both sides of the street throughout Historic Core.
21. Close Clinton St. between Laura St. and Lena St. temporarily to provide special event space.
22. Organize parking on streets throughout the Historic Core.
23. Utilize special paving at major intersections to slow traffic.



## Sustainability Recommendations

1. New trees should be planted between older trees along N. Lena St.
2. A tree preservation ordinance should be developed to ensure a consistent tree canopy is maintained throughout the community to ensure summer shade and reduce heat build-up.
3. As part of this proposed ordinance, new developments should be required to not only preserve existing trees, but to plant new street trees consistent with the Master Plan design.
4. Consider installing solar-powered lighting bollards and irrigation controllers.
5. Evaluate the possibility of using only recycled materials for furnishings.
6. Install bike racks wherever possible to encourage biking as an alternative transportation mode.
7. Where allowed under law, initiate water harvesting to irrigate vegetation.
8. Improve water quality by directing storm water through vegetated swales and detention basins before it flows into the Uncomphagre River.

## Street Furnishings and Materials Recommendations

1. Take pride in the use of indigenous materials; use local materials and local artisans to create street furnishings if feasible (e.g. weathering steel, etc.).
2. Pedestrian-scale lighting and low-bollard lighting should be used instead of tall street lights, consistent with the weathered metal character already present.
3. Develop a consistent theme/appearance throughout the core.
4. Use many benches and bike racks to support pedestrian non-motorized activity.

## Statement of Probable Costs

Included in Appendix D is a statement of probable costs that the Project Team anticipates the Town will incur with the implementation of the Streetscape Master Plan. It should be understood that this is strictly a preliminary estimate and is intended only to provide a broad "ballpark" figure for discussion purposes. It should also be noted that construction costs are very inflationary and that costs at actual time of construction should be expected to escalate. Some estimate that construction costs increase at a rate as high as 1% per month. In order to have a more accurate set of figures to use in the implementation of the streetscape project, the Town will need to complete a detailed drainage and engineering study as recommended by the Project Team.

Although improvements to Sherman Street will be incurred by CDOT, the Project Team included cost estimates for additional improvements because CDOT indicated they are unlikely to pay for more than the "basic model". The Project Team feels that these improvements are important, even at the additional cost to the Town, because they will help to slow traffic, link the south neighborhood to the downtown area, and will mark a sense of arrival to the community. This additional cost should be factored into whatever implementation strategy the Town decides to pursue.

Cora showing sidewalk connection and street trees



Before



After

## Project Implementation Strategies

There are several options for the Town to pursue in the implementation of the Streetscape Master Plan. The following methods are highlighted only to begin the discussion with the Town's decision-makers and are not intended to prescribe the best method of financing the streetscape project. Town Staff is better able to evaluate what approach would be best for the community, given the community's ability to generate funding.

**Private Developers.** The least expensive approach for implementation is for the Town to adopt the Streetscape Master Plan design and require all subsequent development to conform with the plan. This is feasible for most streetscape improvements except the drainage and street surfacing. These improvements will need to be completed comprehensively to ensure the systems work properly. This approach will take years, if ever, for the final plan to be implemented.

**Increase Taxes.** As mentioned earlier, the Town recently increased its sales tax by 6/10 of a penny in order to raise funds for street paving and downtown streetscape improvements. A substantial increase in sales tax could be instituted, but the Project Team urges caution in doing so, such that locals won't be encouraged to shop elsewhere.

An increase in property tax is another option. However, this is often not popular as residents may feel like they are subsidizing commercial property owners through new public improvements.

**Urban Renewal District.** Many communities have taken this approach to beginning a redevelopment project of public improvements. Steamboat Springs has taken this approach at the base of the ski mountain by identifying the area as blighted, making it eligible to create a Tax Increment Finance District. It is often difficult for a community to get past the term "blighted", and there are State laws that must be followed if the Town wants to pursue this option.

**Tax Increment Finance District.** A TIF district allows the Town to hold the taxes at its current level for a specified time period while public and private improvements are made that will increase the value of property, allowing the "increment" to help fund the improvements. This strategy is often used in Colorado and is worth further investigation. One drawback to a TIF district, however, is that all taxing bodies (including special districts and school districts) must agree to hold the taxes in that designated area (downtown) in abeyance.

**Bonding.** Municipalities are able to raise funds for certain specific public improvements by taking on debt by passing a bond. The Town will need to evaluate several factors, including their credit rating, and will need to get approval from the voters in order to pursue this funding mechanism.

**Business Improvement District.** A BID is a special district created by property owners in a business district for the purpose of raising funds by taxing themselves for improvements. Colorado law specifies requirements for creating a BID, and the majority of land owners must agree before the district can be created. In other words, there has to be general agreement from the business community that they are willing to take on this debt for public improvements. The benefit of this approach is that it affects only the business owners in the district and not all property owners in the community. Only property owners within the district have a vote on matters within the BID.



## Summary

The adoption of this Streetscape Master Plan is the first step in order for the Town of Ridgway to begin making significant improvements to their downtown that will attract more visitors and increase vitality and commerce. This Master Plan design sets forth what the community could look like in a 5 to 20 year time frame, depending on the Town's preferred project implementation strategy.

Most communities find that there isn't just one way to implement significant capital improvements. In fact, most communities find that some public investment spurs more private investment within the community. This is why communities "master plan". The Project Team is confident that the community will find a multi-pronged approach that will allow Ridgway to implement the Streetscape Master Plan, spurring economic development that will benefit the entire community, maintaining Ridgway's moniker as "the town that refused to die".





## Phase 1: Design Development

After the Streetscape Master Plan was adopted by the Town, the design development phase started. The design team, with the addition of a civil engineering firm, took the ideas in the Master plan and applied them specifically to each street throughout the site creating detailed grading and drainage plans.

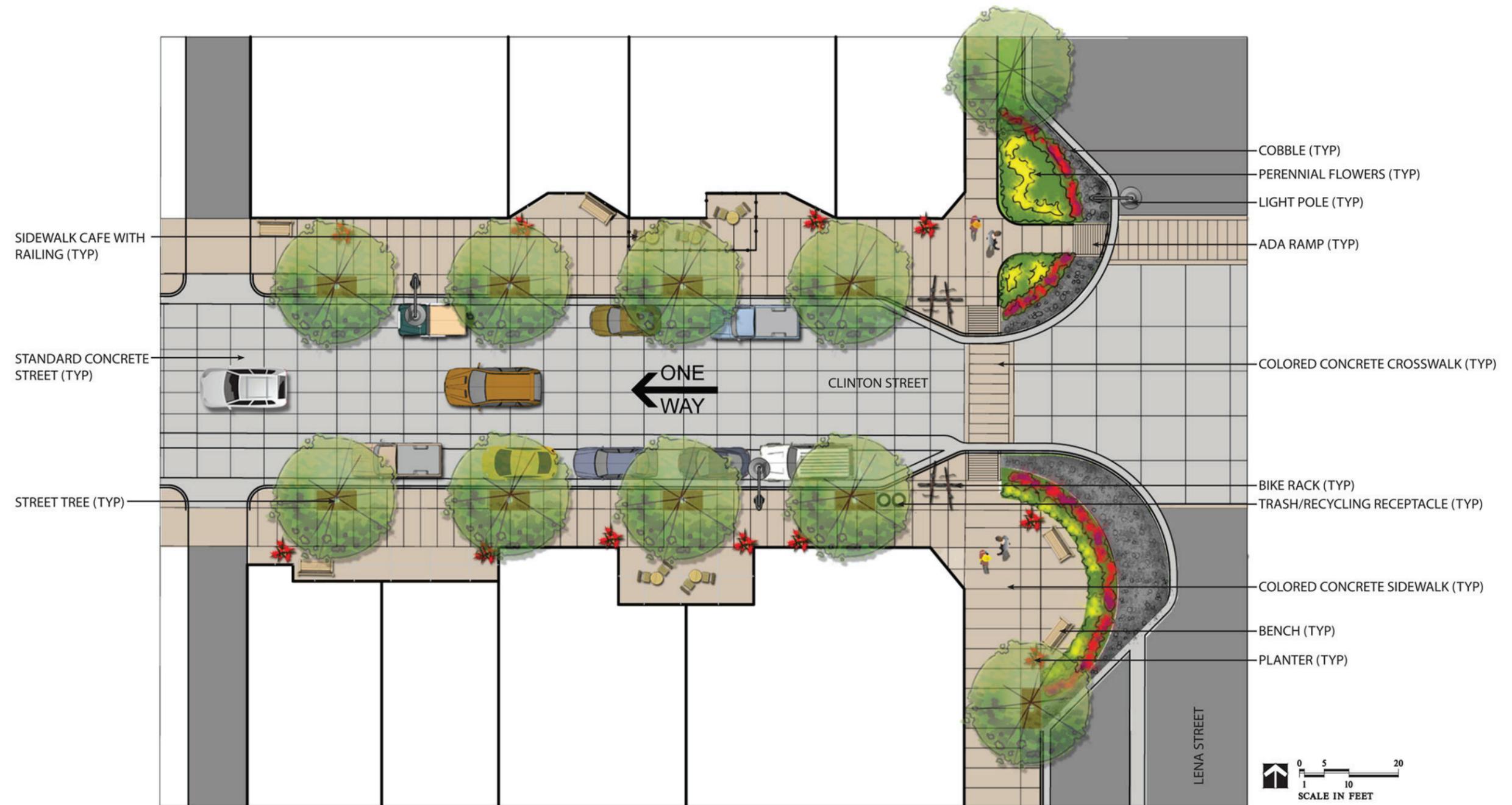
A planting palette was also created of adapted and native plants that compliment the existing plants. The planting builds off of the rugged plants that are found in old Western towns around Colorado's western slope.

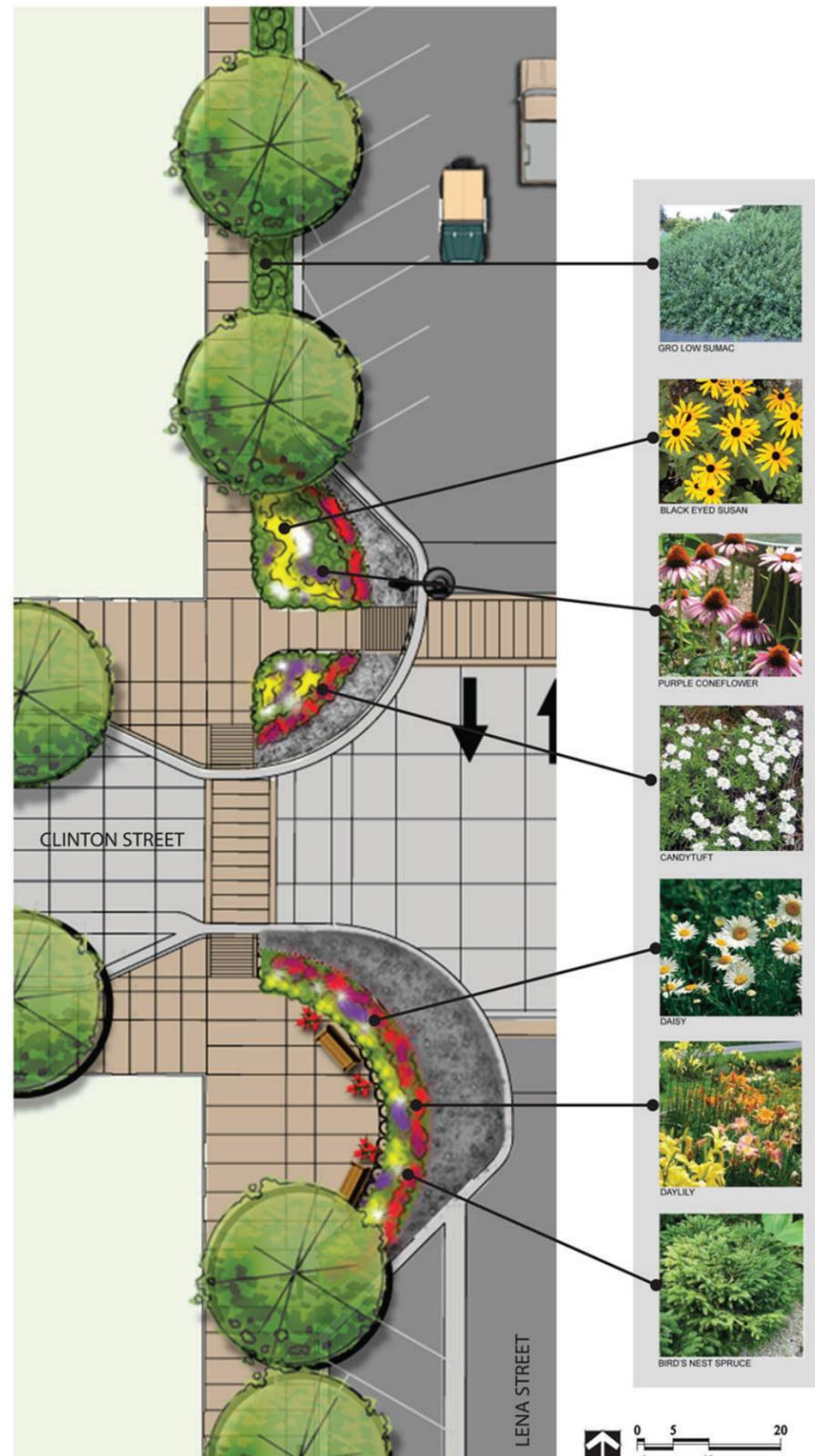
Site furnishings and paving patterns were also looked at more thoroughly in this phase. It is proposed that local and recycled materials be transformed into benches, trash receptacles, bike racks and planter pots by local artisans and craftsman to enhance the Ridgway character. It is recommended that all site furnishings claim one or more of the following qualities: salvaged, reclaimed, recycled, locally manufactured, and low energy materials. Locally crafted materials are given preference over catalog selections. The paving patterns on the sidewalks and streets are meant to be simple. They emulate the style of Western town's paving patterns in the past yet are more durable to stand up to today's traffic demands.

The lighting plan was developed on the basis that lighting would need to be minimal. We would also supplement custom designed bollards between the intersections throughout the core. All lights are dark-skies compliant and will use the most efficient fixtures on the market.

The project is currently in the process of developing funding strategies before construction/bid documents are created.





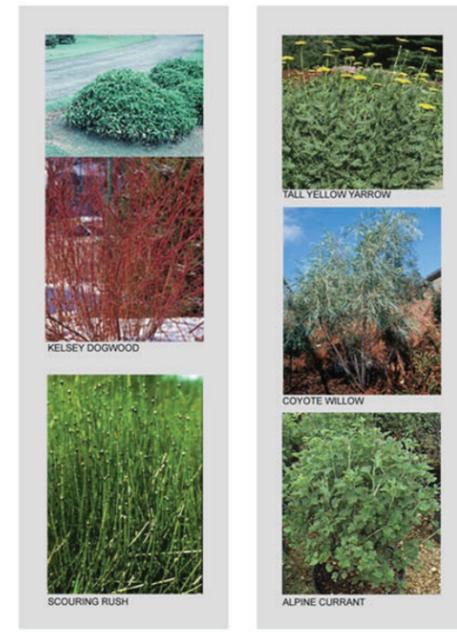
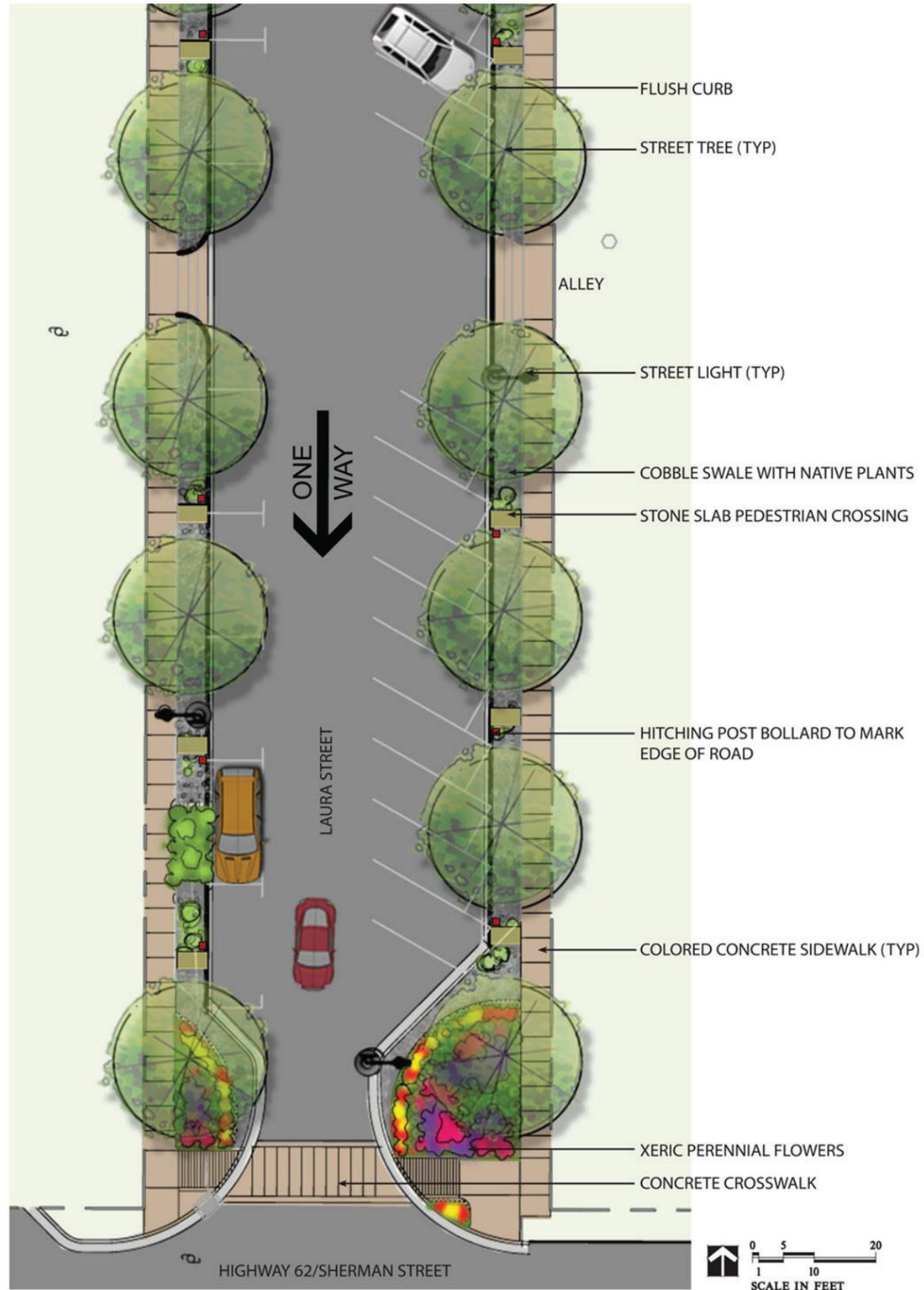


Clinton Street Planting Plan



VIEW LOOKING WEST ON CLINTON



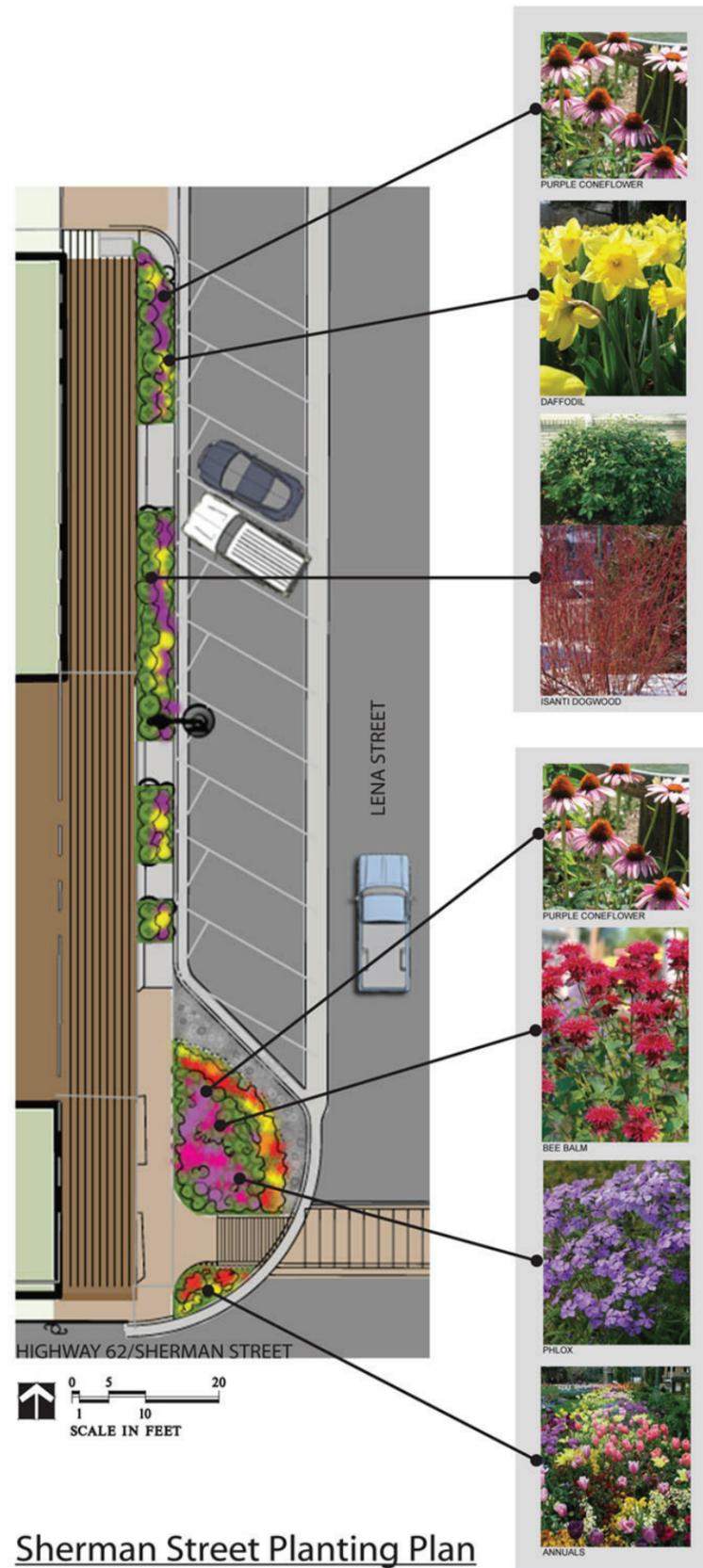


LAURA STREET PLANT PALETTE



VIEW LOOKING NORTH ON LAURA ST.





VIEW LOOKING NORTH ON LENA STREET FROM SHERMAN STREET



LIGHT POLE WITH STREET SIGNS MOUNTED IN IT

BULB-OUT WITH PERENNIAL AND ANNUAL FLOWERS

STREET TREE (TYP)

COLORED CONCRETE SIDEWALK

COLORED CONCRETE CROSSWALK



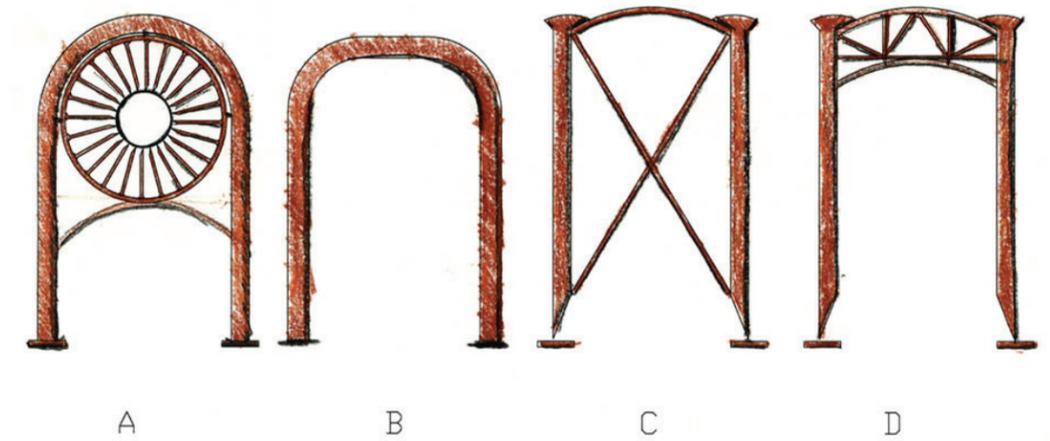
BEAR-PROOF TRASH RECEPTACLES



HITCHING POST BOLLARDS



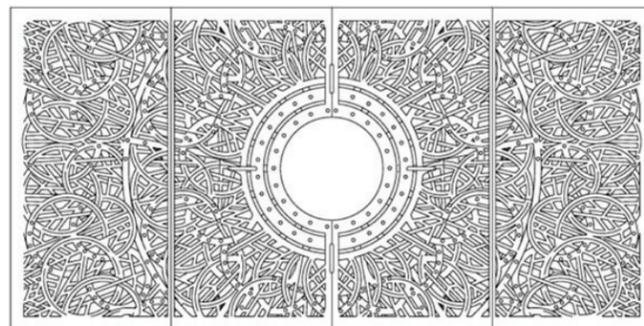
CUSTOM BIKE RACKS  
REUSE OLD RAILROAD SPIKES



TREE GRATE  
IRON, SIZE: 4'x8'



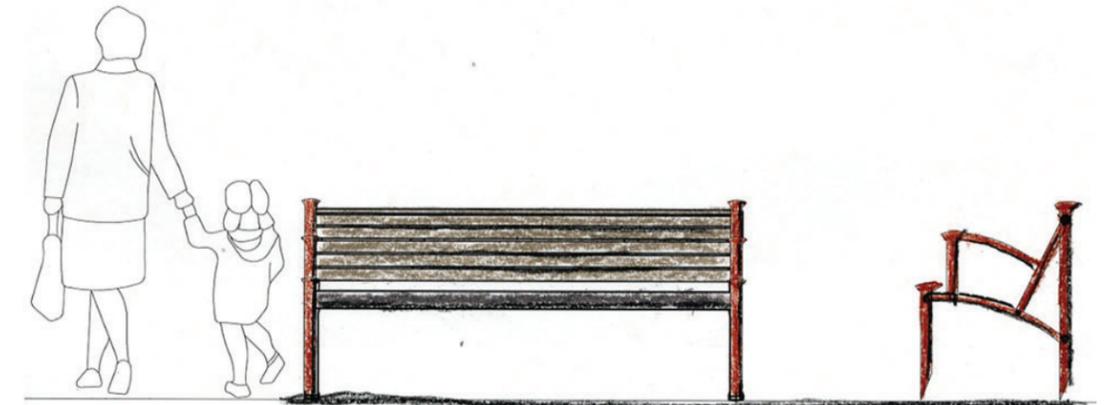
PLAN VIEW OF TREE GRATE:

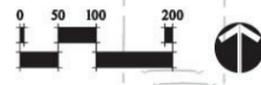
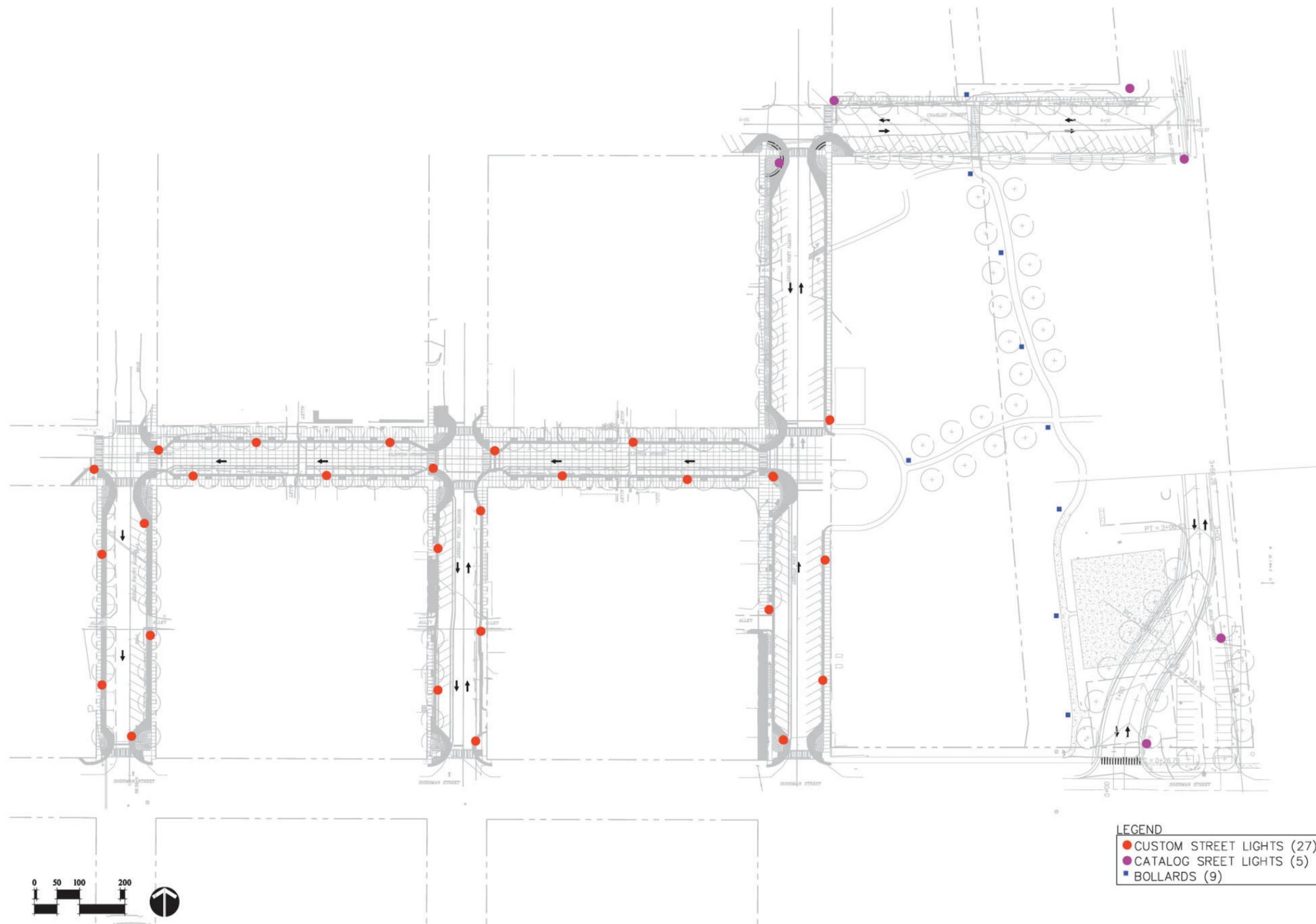


PLANTER POTS

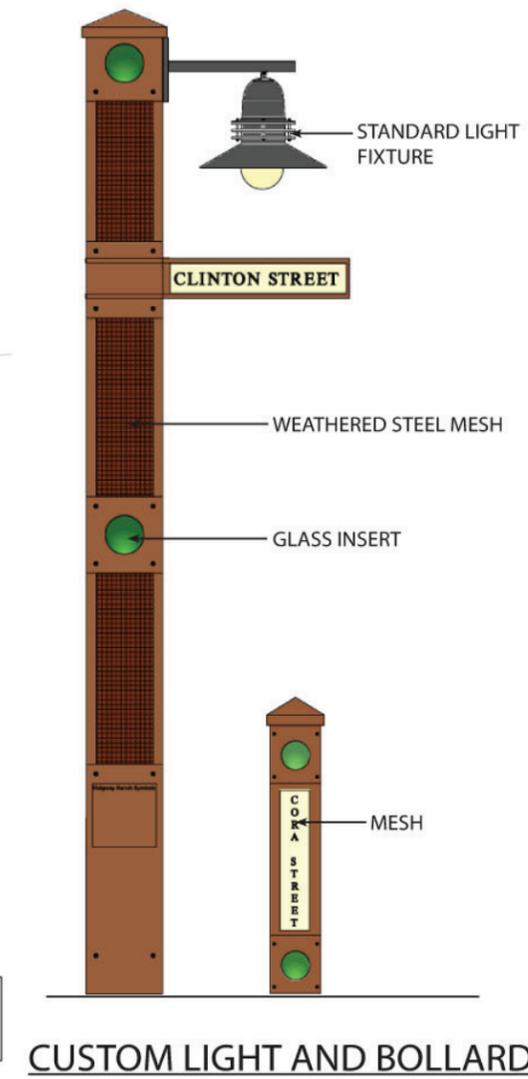


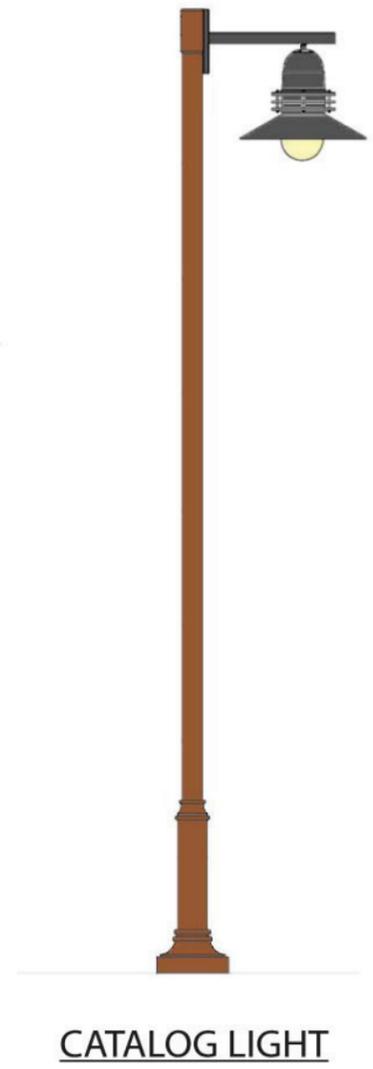
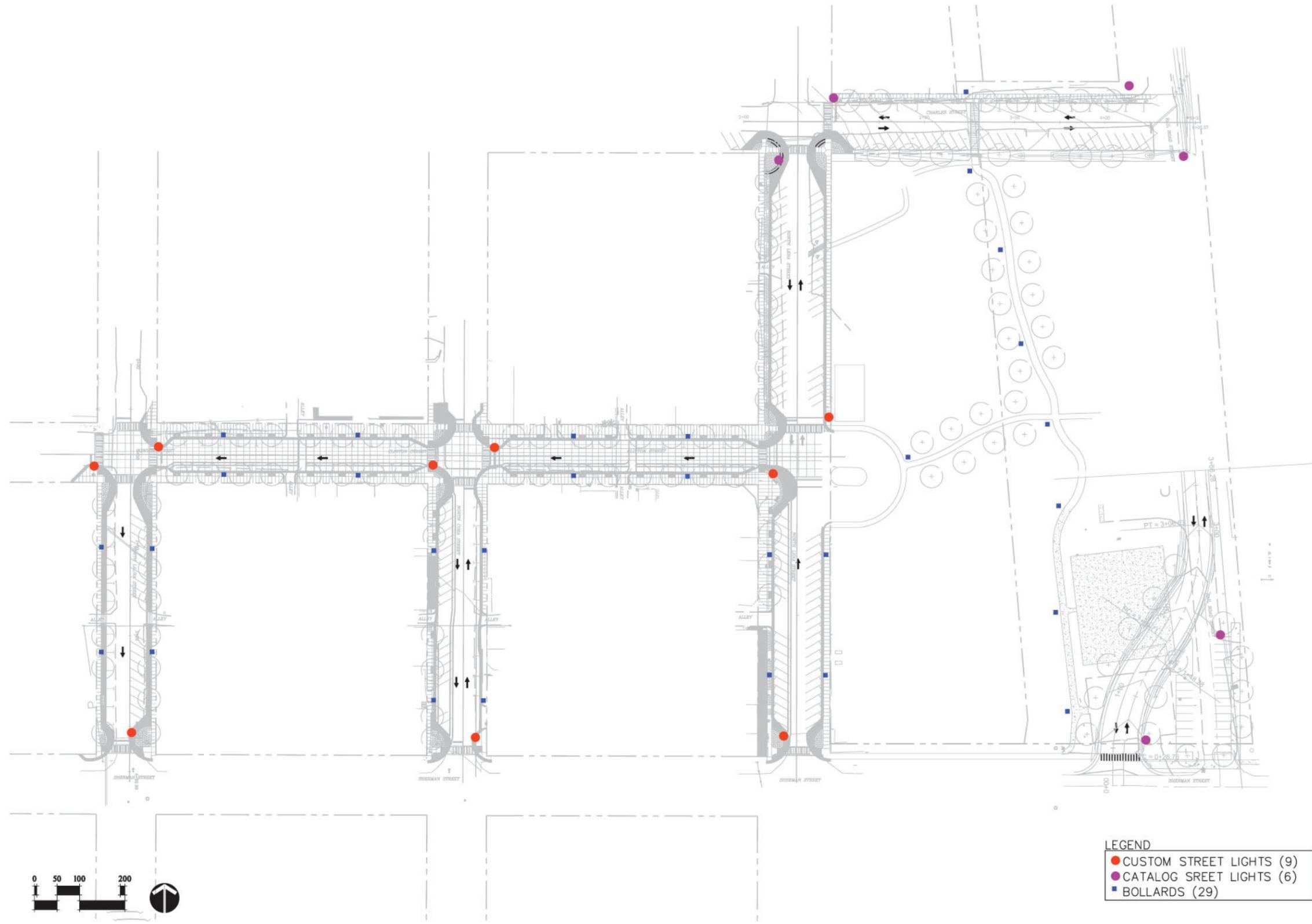
CUSTOM BENCHES  
DESIGNED BY LOCAL ARTISTS





- LEGEND**
- CUSTOM STREET LIGHTS (27)
  - CATALOG SREET LIGHTS (5)
  - BOLLARDS (9)





## Appendix A Meeting Summaries

### Ridgway Streetscape Project Steering Committee Summary May 22, 2006 12 Noon (Twelve members attended, including town staff).

#### Goals:

Streetscape to have year-round focus (add to goals).

Add "safe" to goals.

Add Sherman/CDOT as a specific goal.

Talk more about safety and additional parking.

#### Drainage:

Sherman will probably need to be put in a culvert or piped.

#### Project Boundary:

Expand to include ½ block south of Sherman, ½ block east and west of S. Lena, and from Moffat up to RR/ Sherman intersection.

#### Parking:

Concern with Sherman and losing parking based on CDOT's additional lane.

Cora St. is dangerous; needs organized parking.

Lena works fairly well but one-way may need more signage.

Look at outlying parking areas: north of library, fairgrounds, highway commercial.

Parking consistency and safety are key.

Consider parking management so employees don't use all spaces.

HB Zone does not require any parking except for residential uses.

Consider future shuttle to allow safe passage to downtown from outlying parking areas and neighborhoods.

#### CDOT:

CDOT needs to be involved in process.

Discuss access point consolidation with CDOT

Coordinate with CDOT soon on traffic calming, parking along Sherman.

Visibility from Cora turning onto Sherman an issue—need to improve vision triangle.

Find more information on San Juan Skyway and how highways are regulated.

#### Streets

Prefer dirt streets; keep character but improve maintenance.

Generally prefer sidewalk improvements over paving streets.

### Town of Ridgway Streetscape Planning Steering Committee Meeting and Public Forum #1 May 22, 2006

#### Project Goals:

- 1) Enhance the Ridgway streetscape while preserving local character.
- 2) Enhance the pedestrian experience into and throughout the Historic Business District for year-round use.
- 3) Identify locations for way-finding improvements into the Historic Business District.
- 4) Make coming to downtown safe, fun, easy and memorable.
- 5) Create great outdoor spaces to hold events, to meet and greet, or people watch.
- 6) Improve/organize vehicular circulation with no net loss or an increase in available parking.
- 7) Bring the natural beauty of the area into the heart of the district.
- 8) Use sustainable design strategies whenever possible.
- 9) Create an interface with CDOT to coordinate streetscapes.

#### Scope

- Increase the scope of the project to the entire Historic Business District, including south of Sherman Street, as opposed to just the Historic Business Core.

- Focus on year-round appeal of Ridgway, not seasonal affections (e.g.: a place to sit in the sun during the winter in downtown).

#### Drainage

- Address the open ditch on the south side of Sherman Street.

- Materials usage for street infrastructure: gravel/dirt and paved roads; surface treatments: hard-surfacing, magnesium chloride, chip-seal. What are the options?

- Exercise prudence in considering the potential future paving of roads when planning for current drainage, parking, etc.

#### CDOT/ Highway 62

- Coordinate with CDOT on highway improvements and plans for the downtown area.

- Consider the addition of a left turn lane on Sherman Street increasing the highway from 2 lanes to 3 lanes.

- Implement traffic calming devices (stop signs, traffic lights, bulb-outs, material changes, textural changes, etc.).

- Access point consolidation in conjunction with improved safety.

- Pursue Town ownership of the Highway 62 section through Town.

- Possible abandonment of the "scenic designation" of the highway through Town.

- Possible decrease of the current highway speed limit through Town.

- Consideration of highway signage directing people into Town. Where does the Town begin and end?

- Safety concerns about pedestrians crossing the highway and vehicles entering the highway.

- Address the addition of more crosswalks on Sherman Street, namely at Lena, Cora and Railroad.

- Realignment of Railroad Street at Highway 62.

- Signage at the west entrance to Town barring the use of engine brakes coupled with enforcement.

Parking

Utilize collector parking in conjunction with pedestrian traffic.

Identify proactive solutions to make parking better instead of simply organizing the parking.

Identify areas where town may acquire land; utilization of "in-lieu of" payments for future parking.

Define the parking throughout Town. It is currently inconsistent (e.g.: diagonal, parallel, straight, parking blocks, stripes, etc.); specifically: Clinton, Cora, North Lena.

Who is parking where? Tenant, visitor and commercial parking.

Who is delivering where? Are merchants receiving deliveries via alleys or street frontage?

Safety concerns about vehicle/pedestrian encounters with regard to visibility pulling into and out of parking spaces.

Pedestrian Infrastructure

Possible identification of Clinton Street as a pedestrian mall.

The roads are muddy and messy, but people are more concerned now about sidewalks and pedestrian infrastructure than what the roads look like.

Community Engagement etc.

Need more participation from the community in this process: increase visibility of the design process at the Valley Festival (June 10) and the Arts & Crafts Rendezvous (August 12-13).

Identify a signature for the Town to create a cohesive pattern or look for the entire Town and provide connectivity throughout the Town (e.g. identify xeriscape flowers or mixes that could be planted around the Town).

Use of native species, plants, water capture, grasses, trees to create a sustainable and low-maintenance landscape that provides cohesion (e.g.: multi-seasonal plants, variety of plantings).

Revisit the draft transportation element of the master plan and the Parks, Trails and Open Space findings.

**Town of Ridgway Streetscape Planning  
Meeting with CDOT  
June 5, 2006 1 PM**

Attending: CDOT Planning & Engineering, Town of Ridgway Planning, DHM  
(Laurie, Mike, Ed, Jen, Walker)

1. Streetscape Master Plan Process

-June 28th (2nd Public Mtg – preliminary alt's, interactive)

CDOT staff was very grateful for the shared information and requests for input regarding Highway 62. They are also interested in being included in the streetscape process for the Town.

CDOT will try to make the next public mtg. If not DHM will send updates of items covered in the meeting and preliminary alt's.

2. Highway 62 (Sherman Street)

-Sight Visibility

Make sure trees are out of sight triangle and that any vegetation is under 30" in triangle.

-Pedestrian Safety

Bulb-outs cause maintenance issues because of equipment CDOT uses.

A signalized intersection(s) would need to be evaluated. If the intersection meets one of eight criteria it would qualify for a signal. CDOT would still have final approval. Signal would probably change the way we are thinking about one-way streets...look at whole system. The MUTCD may be referenced to identify parameters that would need to be met in order to justify a signal through Town. Section 4C-1 of the MUTCD references the warrants for a stoplight on state highways.

Referencing research completed by CDOT prior to the failure of Referendum D, if a 3rd turn lane were to be created it would likely initiate at Liddell Street and continue west to Amelia Street. This is due to limitations of the bridge east of Liddell over the Uncompahgre River.

At this time there is no funding identified for the addition of a 3rd lane through Ridgway on Highway 62. Funding is focused on improvements along Highway 550.

If improvements to Amelia Street are funded, there will likely be a left turn lane added at the intersection, with no median. CDOT research has indicated that if a median was used it could only be 4' including curb and gutter. This would allow for only about 1' of pedestrian refuge on the median, which was determined to be unsafe. Additionally, CDOT concluded that the turning radius for the school bus would be hindered by a median at this Amelia Street intersection.

Traffic data for Highway 62 was shared. It is apparent that the majority of traffic traveling through Ridgway is heading to or returning from Telluride. With this in mind, the goal for CDOT on this stretch is to keep traffic moving. Pedestrian safety was stated as a concern for the Town. Speed limits were discussed. CDOT indicated that the 25 mph limit is the lowest possible speed limit for this stretch of road. It was noted that there are currently 2 differing speed limits (eastbound and westbound) for the highway through Town.

Realignment of Railroad Street was discussed. Alternatives for the realignment were reviewed including removal of the tennis courts to the north side of the highway, as well as possibly identifying an agreement with the landowner to the south of the highway. It was suggested that the Town could possibly abandon Railroad Street on the south side of the highway and possibly reach an agreement at a later date with anyone proposing to develop that site. CDOT staff questioned the need to realign Railroad Street altogether. The realignment was questioned as a possible mandate from CDOT to the Town.

-Drainage

Town street improvements need to be designed to accommodate drainage from Hwy 62. Underground drainage would require large pipes and a detention pond. CDOT prefers to tie into Town's drainage system.

Ed articulated that he has identified drainage through Town to be a priority prior to any other improvements. The streetscape should then be designed to accommodate the drainage plan.

CDOT estimated that to maintain drainage down Highway 62, there would need to be an increase in pipe size from approximately 40" to 80" between Railroad Street and the Uncompahgre River. Additionally, it is likely that a detention pond would be required to filter the water prior to discharge into the river. The preferred alternative for CDOT would be to daylight the water onto Town streets north of Highway 62. Drainage improvement on Town streets should be designed to accommodate this additional runoff from Highway 62. The Division of Authority would then dictate that the Town is responsible for the maintenance of the runoff onto Town streets, with no CDOT involvement.

-Parking

CDOT prefers no parking or parallel parking on one side of the street.

With improvements to the Highway, the Town will assume new parameters for parking. It is likely that all diagonal parking along Highway 62 will be removed. Parallel parking would be the best option for highway parking according to CDOT. Additionally, with right-of-way restrictions it is likely that one side of highway parking will need to be eliminated and the remaining side will likely be mandated as parallel.

-Maintenance

CDOT will require a Division of Authority for maintenance of the improved street. CDOT would plow to the sides and do street maintenance, the Town would maintain drainage, curb & gutter, landscape, and sidewalk.

If the Town wanted bulb-outs there could be a special agreement for the Town to plow parking areas because CDOT equipment does not maneuver into those spaces. (San Luis does this and has parallel parking and bulb-outs, also Glenwood may do something similar.)

Alternately, it may be possible to enter an agreement where the Town would plow the strip of Highway through Town, including any parking or CDOT would plow to the center lane (when in existence) and the Town would provide for snow removal. Any agreement would dictate parameters for the stated arrangement. This would entail further discussion with CDOT.

3. Proposed Cross-Section Alternative's

CDOT prefers x-sec with (2) 12' drive lanes, (1) 14' turn lane (since changed to 12'), (2) 6' landscape strips, and (2) 8' walks for a total of 66' ROW.

OR

CDOT prefers x-sec with (2) 12' drive lanes, (1) 14' turn lane, (1) 8' parallel parking space, (2) 5' landscape strips, and (2) 5' walks for a total of 66' ROW.

Minimum turn lane is 12' but 14' is recommended by CDOT for visibility.

Ed Archuleta will provide scoping notes to DHM and the Town of Ridgway

**Town of Ridgway Streetscape Planning  
Ridgway Options/Summary  
Open House Meeting  
June 28th**

**N. Lena St.—Option 2**

- Steering Committee preferred option
- 2' planting w/sidewalk boardwalk on east
- Formalizes drainage on west side; creates clear edge on both sides
- Change to concrete walk along west edge of park (open curbs with slots for drainage)
- Show 2 options:
  - Sidewalk as edge (engineering solution)
  - Sidewalk in park w/ landscape strip (sustainable, natural approach)
- Also show bulb out on Lena St. entrance to define first parking spaces

**Clinton St.**

- One-way west bound, Lena to Laura
- Show plan views: options 3, 4, and new option with parking counts on each block
- Bulb outs at corners
- New option: remove parallel parking, widen north side with landscaping, undulating walk with a variety of seating/landscaping areas; 18' drive lane

**Laura**

- One-way traffic
- Landmark on Sherman, east of Laura
- Change walk width to 6'?
- Cross-section: same as option 3 on Clinton/Cora

**Charles**

- Option 1
- Two-way traffic is necessary due to fire emergency vehicles

**Railroad**

- No landscape strip on west side
- Walker to think about this street some more
  - Event parking
  - Existing conditions/power poles
  - Water quality focus

**Sherman—Option 2**

- People prefer median for aesthetic and safety reasons
- CDOT voiced strong opinion against
- Long-term expense to town with this median option
- Bike lane for regional touring, not to schools

**North Lena Street – Option 2**

- “How about this option without the ramp/walkway- it's overkill with the boardwalk there”
- “No matter what you do on this street – the grade needs to be level – and the existing drop on the east side of the road is dangerous for parking and pedestrians.”
- “This one is nice but it would be better without the 6' boardwalk”

**Hwy. 62/ Sherman Street**

- “Safety is our #1 concern median can help!! Concerned about lack of parking we may need “62” parking
- This is the only way we will ever get the speed limit lowered- do this!”
- “I really like this one but I think the bike space could be bigger”

**Laura Street Option 1**

- “Laura – 2 way using the Option 2 on the Clinton/ Charles/ Cora diagrams” “This one would be better if the parking was a bit smaller- like 9'- the walk 1' bigger!- which would also allow the landscape to get a bit bigger”

**North and South Railroad Street**

- “I like this option with landscaping- but NO PARKING- the road isn't wide enough for parking too-”
- Clinton / Charles / Cora Streets – Existing
- “Some parallel parking is necessary on Cora St. to accommodate large delivery trucks safely- I'd like coordination of individual businesses- not all of any solution is right for all circumstances”

**Clinton/ Charles/ Cora Streets Option 2**

- “Consider closing Clinton Street between Cora and Laura and making this area a pedestrian mall/ open area” (w/ landscaping; seat areas for outdoor music and community events – even vendors in the summer months – similar to Pearl St. Mall in Boulder) - “ I second this more plants/ outdoor dining- less traffic”

**Clinton/ Charles/ Cora Streets Option 4**

- “This one is good but would be better if the walk way the same size! 5' and 5'”

**Vehicular and Pedestrian Circulation Plan – One-Way Loop Alt. A**

- Arrow pointing to Lena St.: “This is not a good idea-traffic will stack up on Lena waiting to turn onto Hwy 62 and this will cause safety problems to pedestrians and frustrated drivers who are waiting to pull out from parking spaces”

- Arrow pointing to RR St. and Sherman intersection – “this intersection needs dealing with NOW”

- “the realignment of RR St. should be addressed NOW”

- Arrow pointing to Sherman St.: “No parking on Sherman St.- Keep cars moving slow and able to see the businesses- they will want to stop and shop!”

- “Please consider Farmer's Market”

- “General on Trees/ Plantings: Proactive concepts in food shelter and harvest festivals for Ridgway: apple trees, strawberries, rhubarb, asparagus”

- “Parking lot and alternative transportation: proactive again”

- PV panels to feed battery operated vehicles”

- Bicycling parking areas down town”

- Parking area: including community bicycles

- Horse and Buggy Taxi's

- Arrow pointing to Clinton St.: “Great idea on View- will have to highly publicize this and push idea”

- “Many Town Merchants want at least part time pedestrian mall; music”

- Clinton St.: “I'd like to see this closed off on weekends to auto traffic but otherwise kept open 2 way to lessen traffic in front of the Grit on the way to the post office. For this same reason I think that all of Clinton and Cora should be kept 2 way – to make sure traffic flow to and from the post office.”

**Vehicular and Pedestrian Circulation Plan – One-Way Loop Alt. B**

- “Laura – 2 way traffic, Cora – 1 way out from Clinton to Hwy: maximizes parking, -creates town square feel”

- Arrow pointing to Clinton St., Cora St.: “This is best circulation plan but include more boardwalks”

- Arrow pointing to Lena St. and Sherman St. intersection: “4 way stop”

- Arrow pointing to Sherman St. intersection with street opposite of RR. St. “Kiosk there-more visible near sidewalk”

- Arrow pointing to Clinton St.: “One way west-no parking- stream down block- pavers- ability to close off for events”

- Arrow pointing to Clinton St.: “View and Pedestrian Mall with one land of traffic –option to close off”

- Arrow pointing to Clinton St. and Laura St.: “The town should buy this for a parking lot” “purchase and divide- sell half”

**Vehicular and Pedestrian Circulation Plan – Existing Conditions**

No comment

Drainage Plan No Comment

Circulation Plan Transportation Element Option No comment

**Town of Ridgway Streetscape Planning  
Ridgway Options/Summary  
Open House Meeting  
June 28th cont.**

Cora

- Bring fence to sidewalk (property line) in front of apartments
- Extend sidewalk on east side the entire length to Clinton
- Diagonal parking in front of apartments and on entire east side (except corner)
- Parallel parking on west side
- 8' walk on w. side
- Bulb out from corner of Sherman and from corners at Clinton
- Change diagonal parking to parallel parking in front of Horse Trader Antiques

Questions to ask:

- Lena St.—engineered approach or sustainable approach
- Keep one way going north?
- CDOT—will they allow Banners
- Check ADA to verify 6' is needed for sidewalks
- CDOT—can we do 12' turn lanes?
- CDOT--Is Bike lane okay?
- CDOT—can we approach parking differently along the south side of the park?

**Town of Ridgway Streetscape Planning**

**Community Meeting—Direction from Town Council**

**July 12, 2006 4:00 - 5:30 PM**

**Attending: Planning & Zoning, Town Council, Planning, Steering Committee, Public, DHM**

1. Circulation Plan

It was confirmed that Alternate B (one-way north on N. Lena, one-way for two blocks west on Clinton, and one-way south on Laura) was the preferred alternative. This is based on Steering Committee, Public input from June meeting, and input from this meeting w/Planning and Zoning and Town Council. Making Laura a two-way street was debated; of concern was that with two-way traffic more vehicles would be directed into the residential area. At the joint council/planning and zoning meeting the one-way solution was chosen as the preferred alternative (as the plan shows.)

Alternative B will be presented at the next public meeting as the preferred alternative that will be in the final report/recommendations.

2. Highway 62 (Sherman Street)

The preferred option for Sherman includes 6' sidewalk and 6' landscape strip on both sides of the street, (2) 12' drive lanes, and (1) 14' center turn lane. On-street parking and bike lanes are not included in this option.

Traffic calming was determined to be very important and the idea of a different material/color/texture at cross walks was supported. This could include special paving of the entire intersection at Lena and Hwy 62.

The public has requested that parallel parking be retained along the south side of the park on Hwy 62. DHM will pursue this option with CDOT.

3. North Lena St.

The preferred option for N. Lena includes a 4' flower bed between the existing boardwalk and parking. This option keeps (1) one-way drive lane and diagonal parking on both sides of the street. A new 6' wide boardwalk or sidewalk would be added along the park, this would be determined based on existing trees and the drainage option that is designed in future phases.

4. Clinton St.

Three one-way options for Clinton Street were discussed and a hybrid option was created. The preferred option after the joint Council/planning and zoning meeting includes: a 6' walk on the south side adjacent to diagonal parking with landscape bulb-outs, a one-way drive lane, parallel parking on the north side, and a 12' sidewalk with cut-outs for trees and other plantings. This was a compromise to retain parking while increasing the opportunity for pedestrian space. What is lost are landscape strips that could possibly serve as water quality swales for cleaning up pollutants from the street. This option will be discussed with the pro's and con's at the next public meeting.

5. Cora St.

The direction on Cora Street has been to improve pedestrian circulation and maintain parking as much as possible while keeping two-way traffic. The preferred alternative to date includes keeping the existing 8' sidewalk on the west side, parallel parking with bulb-outs on the west side, (2) 12' drive lanes, diagonal parking with bulb-outs on the east side, and a 5' sidewalk on the east. This option tries to create clear pedestrian space while maintaining as much parking as possible. Landscape areas are minimized to bulb-outs.

This option will be presented with pro's and con's at the next public meeting.

6. Laura St.

The preferred option on Laura St. would be (1) one-way drive lane south, diagonal parking on the east side, parallel parking on the west side, and a 5' landscape strip and 5' sidewalk on both sides.

7. Charles St.

The preferred option on Charles St. would include a 5' walk along the park, parallel parking along the park, (2) 11' drive lanes, diagonal parking on the library side with a 5' landscape strip and 8' sidewalk on the north side.

This option will be presented with pro's and con's at the next public meeting.

8. North Railroad St.

The preferred option for N. Railroad St. includes 5' sidewalk on the park side, 18' head-in parking where it exists on the park side, (2) 12' drive lanes, a flexible 10' landscape strip that could accommodate drainage in combination with a storm pipe for larger flood flows or parallel parking, and a 5' sidewalk along the eastern edge of Town property.

**Town of Ridgway Streetscape Planning  
Community Meeting  
August 8, 2006**

**PURPOSE**

Preview and discuss proposed final draft of streetscape plan for the Historic Business Core.

**I. INTRODUCTION**

Preview of Project Goals

1. Streetscape characteristics
2. Pedestrian walkways
3. Fun, safe & inviting experience
4. Wayfinding to mark entrances
5. Create outdoor spaces
6. Improve circulation
7. Appreciate natural beauty
8. Sustainable design
9. Coordination with CDOT

- Recap of the streetscape process to date
- September 19th will be final presentation to Planning & Zoning Commission and Town Council
- Preferred plan is being presented today and tonight
- Color and texture differentiation and slight raising of concrete at crosswalks on Sherman Street
- Major event banner at Railroad Street entering Town from the east
- Secondary landmark at Laura Street entering Town from the west
- Formalize the walk on Lena Street

**II. CIRCULATION PATTERN**

Preferred Design (Proposed):

- Circulation Pattern for the HB Core: One-way north on North Lena (Sherman to Clinton), One-way west for 2 blocks on Clinton (Lena to Laura), One-way south on North Laura (Clinton to Sherman), Two-way on Cora.

Discussion:

- Significant discussion regarding the reversal of the circulation pattern was dialogued during the public meeting. Reversal of the pattern would be: One-way north on North Laura, One-way east on Clinton and One-way south on North Lena, with Cora remaining open to two-way.
- This reversed pattern may bring more people into the historic core, as Lena is already a popular entry area, entry via Laura Street may open up the historic core.
- Concerns with this circulation include ingress and egress to the post office as well as left turns onto Sherman Street from Lena without a signalized intersection
- DHM may present both options to Council and PZ identifying the pros/cons of each circulation pattern.

**III. PARKING**

- Aggressively address off-site parking
- Between 5-10 parking spaces will be gained (not including elimination of parking on Sherman Street) due to the organization of the parking throughout the HB Core. These spaces are gained on Charles and Laura Streets
- Potential Parking Areas that the Town may lease from owners to provide for daytime employee parking and residential parking:
  - NW intersection at Cora and 62
  - NE intersection at Laura and 62
- Parking at the north end of the library on Town-owned property (former proposed location for the skate park); possibly utilized for public facilities in the future, may postpone public parking issue
- Exercise caution in implementing so much parking that the pedestrian feel and downtown experience is lost

- Post offices are great for downtown – they bring people into Town. Possibly move the post office to more central area such as Cora/ Clinton.
- Provide some parking for now and also plan for the future (look ahead)
- Look at how to deal with satellite parking with lighting, pathways, trail, etc. and work toward that plan. Need to have a good overall solution.
- Town should require off-street parking. Times have changed and are changing since the ordinance eliminating parking requirements in the HB district was initiated
- Encourage parking off of alleys

**IV. STREET CROSS-SECTIONS**

**RAILROAD STREET**

Realignment of Railroad Street (RR St.) across Highway 62

Discussion:

- Leave RR St. unaligned and turn the south side of RR St. into public parking, with egress onto Lena Street
- North RR St. is access road to River Park Subdivision
- South RR St. is the connector to CR 23
- The existing misalignment is a major issue with CDOT
- Without the link to CR 23, access is via Lena Street
- Many pros and cons on all side of the arguments for RR St.
- Lots of work and money to realign on the south side so Town has focused on north side
- SE corner of Hartwell Park is parking, which does not currently add much to the park
- The current situation is not acceptable and is not an option
- RR St is a north/south connector street and probably will be signalized in the future
- Direction given for RR St. in draft plan
- It should be noted that the realignment of RR St. has been explored in depth with excessive resources to date and continues to be an ongoing debate. Many property owners have been involved in this process and brought to the table for negotiation. Concern about lots in the middle of the block losing access to the highway. The CDOT access permit to the south was onerous as there was not a defined plan for the development south of the highway, so CDOT assumed the maximum density with the most traffic.
- RR Street needs to be aligned
- Efforts on the south side of the highway were inconclusive, but options on both the north and south can be re-explored. Private ownership exists on the south, over which the Town has no control. The Town owns the north side of the highway at the RR St. intersection.
- Development on the south side will dictate the future of RR Street on the south.
- Railroad Street at this time appears to be the most logical place for a traffic control device, if needed.
- Conclusion: Railroad Street should be "fixed" sooner than later and there is a lot of history to consider.

**CLINTON STREET**

Between Cora and Laura Streets

Preferred Design (Proposed):

- Circulation: One-way, one 18' drive lane, west-bound
- Parking: 10, parallel parking spaces (9' wide) per block on north side (total of 20 spaces for 2 blocks); 16, diagonal parking spaces (19') per block on south side (total of 32 spaces for 2 blocks)
- Drainage: curb and gutter
- Sidewalk: 8' on south side and 12' on north side
- Landscape: bulb-out islands and tree grates/cut-outs on the north side
- Clinton Street between Cora and Laura can be temporarily closed for special events. Special paving (colored concrete and pavers to add texture and color for pedestrian-friendly feel) on this block.

Discussion

- Will lose 10 spaces per block if eliminate parallel parking on one side (lose 20 spaces if eliminated on 2 blocks)

- If make both sides parallel parking, will lose a net of 12 parking spaces for 2 block of Clinton between Lena and Laura
- More of a community street for dances, socials, farmer's market, etc.
- Clinton is a key amenity for the Town as it crosses directly into the park
- Utilize both blocks of Clinton (between Lena and Laura) as pedestrian space expanding special paving from Lena to Laura, not just Cora to Laura
- If put parallel parking on both sides of Clinton (as opposed to one side parallel and one side diagonal), gain 10' to increase sidewalk area on both sides of the street and lose a total of 12 parking spaces over a 2 block section (between Lena and Laura)
- If eliminate one side of parallel parking (and keep one side of parallel parking) lose a total of 20 spaces over 2 blocks)
- If do parallel parking on both sides of Clinton, can add tree grates to landscaping, gain pedestrian space and appeal by increasing sidewalk on both sides.
- Presentation to Council and Planning Commission will address pros and cons including gains and losses for parking on Clinton.

#### NORTH LENA STREET

Between Sherman Street and Clinton Street

Preferred Design (Proposed):

- Circulation: One-way, one 18' drive lane, north-bound
- Parking: Diagonal parking (19' wide) on both sides of N. Lena between Sherman & Clinton
- Drainage: curb and gutter or under boardwalk on east side
- Sidewalk: Boardwalk on both sides (6' east side and 10' west side), or sidewalk on east side
- Landscape: 6' flower bed on west side

Discussion:

- No trees on the west side of North Lena because buildings add to the atmosphere. Put low plantings on the west side
- Boardwalk vs. sidewalk on the east side of North Lena. Boardwalk will be more difficult to maintain by the Town. Sidewalk is easier to manage. Boardwalk will assist in preservation of tree roots along the park.
- Diagonal parking on both sides

#### HIGHWAY 62/ SHERMAN STREET

Preferred Design (Proposed):

- Circulation: Three lane (2 drive lanes and one turn lane); each lane is 14' wide
- Parking: None
- Drainage: Curb and gutter
- Sidewalk: 6' on both sides (north and south)
- Landscape: Trees and groundcover at 6' on both sides

Discussion:

- Is CDOT ok with Lena access to the north and the bulb-outs, decreased lane size etc.?
- Is CDOT ok with colored, textured and slightly raised crosswalks across the highway?
- If the Town changes the surface of the Highway, does the Town assume maintenance of the highway.
- Awaiting answers from CDOT

#### HIGHWAY 62/ SHERMAN STREET (PARK OPTION)

Between Railroad Street and Lena Street

Preferred Design (Proposed):

- Circulation: Three-lane (2 drive lanes and one turn lane). Each lane is 14' wide
- Parking: Parallel on north side of street only
- Drainage: Curb and gutter
- Sidewalk: 6' on south side; 10' walk on north side along the park (walk on the north side ties into existing sidewalk along the park)
- Landscape: Small trees and groundcovers on south side (park is on the north side)

#### CORA STREET

Between Clinton and Sherman Street

Preferred Design (Proposed):

- Circulation: Two-way with two 12' drive lanes
- Parking: Diagonal (19') on east side and parallel (9') on west side; existing residential parking area shift to right-of-way
- Drainage: Curb and gutter
- Sidewalk: 6' on east side; 8' on west side (existing boardwalk or sidewalk)
- Landscape: In bulb-out islands on both sides of the road

Discussion:

- Potential for in-fill development on this street; mixed use area with residential on upper stories and commercial on lower
- Parking lot access remains at the southwest end of Cora Street
- 5' sidewalks on Cora are not increased due to limited right-of-way and two way traffic (2 drive lanes)

#### CHARLES STREET

Between Railroad Street and North Lena Street

Preferred Design (Proposed):

- Circulation: Two-way with two 12' drive lanes
- Parking: Diagonal (19') on north side (library side) and parallel (9') on south side
- Drainage: Along landscape strip on north side; existing drainage swale on south side
- Sidewalk: 5' on south side within the park; 8' on north side (library side)
- Landscape: Trees and groundcovers on north side; park on south side; potential for additional street trees in drainage swale

Discussion:

- Create a crossing mid-block at Charles where the Uncompahgre Trail crosses the street over to the library; change in texture from the street like a concrete walkway

#### LAURA STREET

Between Clinton Street and Sherman Street

Preferred Design (Proposed):

- Circulation: One-way, one 18' drive lane, south-bound
- Parking: Diagonal (19') on east side and parallel (9') on west side
- Drainage: Crowned to landscape strip on both sides
- Sidewalk: 5' on east side; 5' on west side
- Landscape: Trees and groundcovers (5' both sides)

Discussion:

- Possible to do swales here but will default to impending storm water drainage study

#### SOUTH RESIDENTIAL STREETS

Preferred Design (Proposed):

- Circulation: Two-way with two 12' drive lanes
- Parking: Parallel parking on both sides (9')
- Drainage: Crowned to landscape on both sides
- Sidewalk: 5' on both sides
- Landscape: Trees and ground covers (6' on both sides)

Discussion:

- South Lena Street landscaping will need irrigation but infrastructure is already in place; in the interim potted plants may work; use of potable water to irrigate may not be ideal
- Delivery to Mountain Market and accessibility for trucks to deliver at the bay should be considered

**Town of Ridgway Streetscape Planning  
Community Meeting  
August 8, 2006 cont.**

**V. MATERIALS**

**A. Street Surfacing**

Pros and Cons of differing street surface options were reviewed and discussed

**Magnesium Chloride**

- Gravel roads require significant maintenance
- Health hazards: trees dying, dust particulates
- Regulatory requirements for dust control (Telluride forced to pave to mitigate dust) – there may be potential funding available for communities to pave gravel streets

**Asphalt**

- Durable
- Enhances commercial activity

**Chip Seal**

- Difficult to patch
- Strength of gravel (ruts, wear, etc.); not intended for heavy stop-&-go traffic
- May use chip seal on top of asphalt to achieve a more rural feel (durability is questionable)
- Chip seal may be better served for residential areas, whereas asphalt is preferred for commercial areas

**Recycled Asphalt**

- Large gradient of options and costs associated with this option (perhaps 6 differing options), with quality generally proportional to cost
- CDOT recycles asphalt to maintain road grade without building up
- Requires existing asphalt, which may be an obstacle for the Town
- Gravel roads are approximately 50% permeable; asphalt is 2-3% permeable (storm water plan will vary based on surfacing of roads).

**B. Lighting**

- Low-level, solar-powered bollards
- Wood lights have increased maintenance

**Materials Discussion**

- Members of the public indicated that the sales tax increase was initially brought to the Town with the plan to pave the commercial core.
- Residential streets may be better suited for chip-seal, with the commercial core requiring asphalt.

This discussion centered on the functionality, durability and cost of asphalt and chip seal. Asphalt being better suited to heavy traffic, turning, stop and go, etc. and chip seal not well suited for heavy stop and go traffic, but financially more feasible on less traveled residential streets while serving to mitigate dust and particulates and preserving a more 'rural' feel than asphalt.

**VI. SUMMARY AND RECOMMENDATIONS**

**General**

DHM will provide Town with a ballpark cost estimate for a drainage study including potential funding sources. Drainage study will provide Town with pipe sizes, funding sources, cost estimates, recommended storm water drainage plan, etc.

Recommend zero residential use in the historic core.

Suggest phasing of streetscape project. This will tie in with cost and is depends on funding.

Town may wish to prioritize phasing. Consensus of public in attendance was that Sherman Street / Highway 62 is the top priority with Clinton Street to follow.

Town may have to absorb the cost of the highway intersections streetscaping.

Julie Ann from Elk Mountains will research historic business district funding opportunities associated with being a Certified Local Government (CLG). The Town of Ridgway is not registered as a Certified Local Government.

If Town policy is to not allow tables and chairs on the sidewalks in the HB district, it may be recommended to allow for outdoor patio space (tables & chairs) to create more active space in the core.

Originally, 315 parking spaces were identified in the historic core. This plan reveals 282 on-street parking spaces, not including the recommended, designated parking lots.

When the post office outgrows the current building, it may be prudent to locate the post office on Clinton/Cora or elsewhere in the core to pull people in and out of their cars to the historic district. The current area for the post office may be utilized to expand Hartwell Park.

Revisit circulation patterns, possibly converting to a different pattern when the Town acquires a signalized intersection.

Extend special surfacing (texturized concrete) along 2 blocks of Clinton from Lena to Laura.

Recommend low-level lighting (36 – 42" high) for lighting the historic core. These low-level light will illuminate pathways, provide connectivity throughout the historic core and any adjacent parking areas while preserving the dark skies ordinance.

Narrow the street crossings such that pedestrians have a decreased area of traffic to navigate.

Possible implementation of in-lieu fee in conjunction with some required parking for the historic core. In-lieu fee must be reasonable and shared. Parking problems historically have not "gone away" through the payment of in-lieu fees alone. If parking is required and in-lieu fee may be supplemental perhaps developers will provide some parking and some in-lieu cash for future parking.

Implementation of a construction management plan while streetscape construction is in progress, subject to review by Town Engineer and Emergency Management Services.

Preserve, Protect, Plant and Plan for trees.

**Sustainability Recommendations**

- Use of solar energy
- Use of recycled materials
- Implementation of bike racks
- Utilization of swales where appropriate
- Water directing for natural irrigation and cleaning
- Local materials and local artisans

Modifications to proposed draft plan (presented during these August 8th meetings)

- Change Clinton Street parking to provide parallel parking on both sides of Clinton Street
- Circulation Pattern – propose both one-way circulation (North on Lena, West on Clinton, South on Laura, 2-way on Cora) and (North on Laura, East on Clinton, North on Laura, 2-way on Cora) representing pros and cons for both circulation patterns. This recommendation will recognize the input from the public preferring the North on Lena option; but recognizing the benefits of the North on Laura option with future improvements such as a stoplight on Sherman Street and relocation, expansion and/or accommodation of the Post Office.
- Parking lots off-site will include wayfinding and connectivity including signage, light bollards, pathways, etc.
- Revisit the scope of the right-of-way on South Lena: Is there room for sidewalk and parking?
- Cannot do a 5' walk on the east because the road was widened when it was paved
- Continuity of the sidewalk is not good here: there is a lot of in/out driving to the market and the hardware store that crosses over sidewalk areas
- Change the street surface at Moffat and Lena to Drakes and the hardware store.

#### APPENDIX

Steering Committee Attendance:

Walker Christensen, Julie Ann Woods, Jen Coates, Greg Clifton, Pam Stewart, Lynn Kircher, Deedee Decker, Rod Fitzhugh, Roger Schaefer, Doug MacFarlane, Joanne Fagan, Sheryle Pettet.

Public Meeting Attendance:

Walker Christensen, Julie Ann Woods, Jen Coates, Pam Stewart, Lynn Kircher, Deedee Decker, Rod Fitzhugh, Roger Schaefer, Doug MacFarlane, Joanne Fagan, Sheryle Pettet, Chris Pike, Michael McCullough, Brian Peters.

**Town of Ridgway Streetscape Planning  
Community Meeting  
September 19, 2006**

NOTE: These are informal notes of the discussion on 9/19. Approved, formal minutes should be obtained from the Town Clerk at Town Hall, Ridgway, CO.

**Attendees**

Council Members Sheryle Pettet, Rod Fitzhugh, Eric Johnson, Paul Hebert, Mayor Pro-Tem John Clark and Mayor Pat Willits

DHM Design and Elk Mountains Planning Group: Walker Christensen and Julie Ann Woods

Town Staff: Greg Clifton, Pam Kraft, Jen Coates, Joanne Fagan

Citizens (signed-in only): Guy Poulin, Robb Magley, Sharon Hindes, Jen Charrette, Sandy Richardson, Rick Weaver, Jeff Badger, Brad Johnson, Rosemary Johnson, Bill Sheppard, Julia Johnson, Susan Prather, Donna Whiskeman, Barbara Fleming, Joshua Kent, Darin Hill, Maria Syldona, Susan Baker, Ed Folga, Deedee Decker, Brenda Engdahl, John VerStraete, Debra VerStraete, Dick Engdahl, Larry Falk, Larry Ulrich, Walton Dornisch, Tim Pettet, Chris Pike, T.J. McKenney, Brian Peters, Pam Stewart, Priscilla Peters, Gay Leachman, Lynn Kircher, Deborah Lombardo, Tim Patterson, Cris Coates

Comments (from general public, council, staff and design group), not to be construed as factual, simply representative of the dialogue

- Love the plan, how will we pay for it?
- Consider toxicity of magnesium chloride and gravel if going to plant so many trees.
- Discussion last year to pave the core with proposed hard surfacing of streets led us to this process
- Loss of parking on Sherman Street will lead to parking pressure on private property. What will "come and go" services like the liquor store do? What thought was given to this?
- With growth and 3 lane expansion of the highway, you lose parking on Sherman Street. We did the best we could do.
- CDOT weighed in on the parking on Sherman Street and this was a big part of it.
- This discussion goes back 7 years to the closing of Lupita's lot and the proposed Worlick development
- What about the liquor store, the parking to the west of the liquor store property does not belong to the owner of the liquor store. There is a lot of drive-by business. The lots facing Sherman Street have to park down the street
- Parking at locations so far removed is a concern. Where did the focus go? Why isn't the Town looking at more parking?
- We are.
- Formally approach land owners re: lease/purchase of property proposed for parking.
- Original supporter of parking on Hwy 62 converted parking elimination on the highway because of CDOT and right-of-way / parking on private property
- The sidewalk abutting Hwy 62 at the south side of Hartwell Park is actually outside of the right-of-way and on Town property
- With parallel parking on the highway, the drive lane is blocked, this is a safety concern for the Town and one also voiced by CDOT
- Tourists are lazy and will not walk from a parking lot far from Town of Ridgway
- A petition was presented to Council/PZ re: loss of parking on Hwy 62
- CDOT might consider parallel parking on one side of Hwy 62
- Time to be visionary and look ahead
- Ridgway is on a state-owned highway; Telluride purchased the highway running through their town
- Montrose entry/exit from the highway to Starbucks is odd

- Not opposed to streetscape as a concept, but need to address the fundamental issue of parking, not combat the entire plan
- Can fit parking if you get rid of landscape, but the in/out of vehicles is an issue on the highway and might be a safety issue for people getting in and out of their cars.
- It sounds like CDOT's preference is no parking, but will accommodate one-side.
- Petition requests that the Town not mess with parking until CDOT requires it, preferred alternative to consider all of Sherman, catastrophic to remove all of parking
- What about parking on North side along Sherman Street, is this amenable to owners of businesses on the South side of Sherman?
- Ok with either side of Sherman, prefer south side, but north is ok.
- Like the one-way on Clinton, where will the RVs and 18-wheelers, delivery trucks, etc.?
- Can do a loading zone or set delivery times on Clinton; the drive lane is 20' so trucks can park and cars can get by
- Some communities have late night or early morning deliveries only, not all the answers are identified here tonight
- Trucks come through Ridgway with deliveries at all time of day and night.
- Trees are an aesthetic asset; what kind? How big? What is the sight visibility?
- Ash, honey locust, cottonwood, deciduous trees with high trunks
- 16' sidewalk on the north side of Clinton will be a concern with ice; other shop owners on Clinton don't maintain the sidewalk in front of their shop (editor's note: the speaker was actually referring to the 12' sidewalk on the south side, north-facing)
- Drainage study should address ice flows to the sidewalk
- Diagrams in the report have compact cars only, have larger vehicles been accommodated?
- Yes, only have compact representations in software
- The idea to improve the historic core is good, is there a chance of phasing this in? Some areas are over-planned; start with streets and don't get into all fancy stuff or it is "not Ridgway any more"; street paving first, striping and organizing, address concerns of Sharon and Bill, beautiful and lots of work, but don't let it get too contrived
- Keep phasing in mind as we figure out how to pay for it
- This smacks of a mall from L.A.
- Why is there an additional stoplight?
- Stop light will be added only if Railroad Street is aligned; Railroad is the logical artery and this will require "big bucks" to do it; way down the road
- Keep the local character, make it safe, friendly and inviting; must have services (drainage, etc.); work to keep Ridgway, Ridgway; mud season is onerous for business owners
- Balance between welcome and residents being comfortable; without tourists it will be harder for businesses; will beautify the area
- How will we afford this? Operation and maintenance; Create a draw for Ridgway; balance to be struck; viability of businesses is steady stream of people; currently here to eat and raft/guide; need to strike a balance; concern about cost; balance the flowers and parking
- Everything tonight is not absolute; 6 months and Bill has been at no meetings
- Limited opportunity to attend and working around the clock
- Understand that trees and landscape do pay our bills; we are trying to find balance
- If we pave without streetscape this is bad; need enhancements, etc
- Tonight is discussion; there will be hearings later at PZ and Town Council; exciting to come away with a concept about where we are going multi-year plan is good; will make business core viable for the future

- I like the landscape plan; must provide parking myself; 5 years ago we had the same conversation; we need to address it now; would love to sell my lots in the HB core and put the parking onus on the Town but I can't
- There was a committee last year that said there was not a parking problem
- This is a good plan; there are people in the community with respiratory problems, if the streetscapes are maintained then people with stop, get out and go around the corner
- We have parking (off Cora Street). Why are we allowing businesses to go in on Highway 62 without providing parking?
- We don't want parking like South Montrose; Dog House has met all the requirements but it is not enough; all cool downtowns have a parking problem; I have put in 14 spaces that I'm not required to have
- Dog House parking is not completed yet
- I have 16 spaces that I completed in 2003 for my business downtown
- Parking is it sufficient or insufficient? This was an issue at council 3 years ago; no one wants to pay; bite the bullet and make it work
- Research any and all available parking in the core of downtown; go beyond the library; if wait longer, it will get worse
- Prioritize parking over the streetscape
- Prefer diagonal on Clinton over parallel
- Rod suggested forward thinking so it is good that we are all here tonight to provide input
- Ok with parking lot at the northeast corner of Laura and Clinton
- Parking at Grady Colby's building is a problem, this is big on the radar screen for the Town
- We have limited resources and limited staff; encouraging to see the turnout tonight
- We need employee parking; the majority of employees need alternatives
- One solution is to force employees to walk ; post a 2-hour parking limit
- The 3rd parking lot in red on the map, has there been any discussion with that person
- There has been preliminary discussion in concept with the owner; some discussion late last year but did not pursue it without a plan; we now have a plan and will explore it again; we also need funding
- Unicas is a destination; Parking on 1 side of Hwy 62; What are the sizes of the trees? Please pave the streets; How high are the trees? I'm done with dirt streets after 20 years, by the time I dust the store I have to start over again
- Closing comments: artists community, don't expect government to take care of us; we can raise the money, the library raised \$35k at an event last week; let's get creative
- Trees add visual element to slow traffic; part of safety
- Financing is a reality, restrictions, etc.
- The Town has a tax of 6/10% and is projected to bring in \$60k now; another tax? Statewide resources that we can tap into; budget is broken down in the plan
- Scenic byway funding may be available through the state
- There will likely be multiple sources of funding
- The Yellow Brick Road is playing at the Sherbino this weekend; all 1-way streets with diagonal parking on all of them
- Concern about residences and parking then residents will come to Town Hall and complain
- Acquire land and reshuffle the parking on existing streets
- \$3.5 - \$4M sounds cheap; (actually ~\$5M), still at \$5M not much money for this project; good direction, parking is major, this is an issue with emotion
- \$4.5 - \$5.5M is the estimate
- With only one major issue, this is a successful project; this is a significant change and in the right direction; please don't misconstrue earlier comments
- \$5M does not include Town storm water infrastructure
- Address the infrastructure first and then the trees
- What about a multi-level parking structure
- Parking structures are estimated at approximately \$30-35K per space
- Ooh, ahh... oh my
- North Cora should be one-way as in the Transportation Plan to solve issues on this block; there was an outcry from local businesses in this vicinity then we hired the consultants

- The concern from Rigs was the access to Lawler's parking area; no traffic study was done; the reality of the net gain was 4 spaces if go to diagonal parking
- Financing of this project is a big issue; Are we putting money away for this?
- Town has a smart budget inherited from the Batchelder days; there is money put away for specific purposes like the South Lena project and the water/ sewer fund
- With TABOR the Town cannot save money, it has to be given back to the people
- Designation for RV parking is needed
- Not in the plan but informally RV parking is on the north side of Hwy 62 abutting Hartwell Park; the Town will need signage to Town parking lots
- Rafts etc. should go to the Town parking lot as opposed to being on the highway
- The rafts at the store on Hwy 62 generate a 10-15% add on to retail sales by people coming through the store
- Future developers should participate in the cost
- Yes, Council is working on off-street parking, etc.
- Need a balance, the cost cannot be too onerous for the developers
- This plan outlines for future developers what is expected
- As a new developer, I expect to do this; the issue is the in-lieu fee and the increased cost; landscaping and sidewalk are ok; what about a special tax district?
- Next council meeting will discuss a new parking ordinance
- Establish a special improvement district.
- Are people really open to a special improvement district?
- Would this be another ½% sales tax?
- Need to look at state tax limits. Town is not there yet.
- Plan looks good, good job.
- One-way streets and diagonal parking may be a good idea; parallel will fill up quickly
- If go to diagonal parking in the residential areas it will be a trade-off to lose all the landscaping for parking
- Businesses want parking close
- Look at the trade-offs
- There will be a hearing at PZ and then PZ will need to make a recommendation to Council re: adopting the plan
- We still need to do an engineering and drainage study
- Likely the PZ hearing will be in October; it is too soon to get updates incorporated into the plan and on the September agenda
- Need to prioritize this plan
- CDOT will have a concern about the parallel parking
- In a previous meeting with CDOT it was expressed that the Town will lose all of the parking on CDOT with the addition of a 3rd turn lane, as designed. At most, the CDOT engineer indicated, the Town may be able to preserve one side of parallel parking, but this is not likely to be the case. Some parking along the south side of Hartwell Park has preliminarily been identified as acceptable because there is additional private property abutting the highway that may be utilized to accommodate the parking.
- Someone needs to speak with Mike McVaugh at CDOT Region 5; the right-of-way is the same along the park as it is along the highway through Town
- The right-of-way is the same; however there is additional room along the south side of Hartwell Park that is private property and is being utilized for parking. Go stand along the south side of the park and look along the highway into downtown, you will see that there is significantly more room along Hartwell Park for cars to park
- Suggest the plan reflect maintaining parking on one side of Highway 62
- A lot of effort has been put into the preferred plan and it may not fly if we put parking on Highway 62
- At least get it reflected in the plan
- Run this by CDOT again with parking on one side, if we lose CDOT support then the 1-side of parking along the highway plan is gone
- Revisit the public meetings where it was voted to have a consistent landscape; CDOT and the Town both preferred no parking along Highway 62

- Parking along Sherman may impede sight at the intersections; there will be flow issues; get parking as close to Highway 62 as possible, with as little as possible actually on the highway
- There is concern about landscaping; what do we do with the last minute comments?
- Safety is the number 1 priority on Highway 62, this is the focus
- Parking can be calming
- Psychological impact of landscaping on both sides will slow traffic
- When will this happen?
- Well outside of 5 years, several years
- Need a plan to push CDOT, the sooner there is pressure, maybe it won't be a 6-10 year time frame
- I suggest adding parking on 1-side of Highway 62
- Who's preferred alternative is it? The people who have been working on it and giving input for 6 months, or the ones voicing a separate opinion here tonight.
- Go to a tag system, so there is no employee parking on the streets downtown
- The business owners will drive the parking if required for employees; if you might lose your job, you will park as directed
- Look at the long-range 3-lane proposal and plan for it
- The 3-lane will likely run from Amelia to the bridge, there is no talk of replacing the bridge to make it 3-lane
- It took us 20 years plus one death to get the speed limit dropped from 35 mph to 25 mph
- To facilitate closure tonight we could update the comments in the Master Design Plan to reflect those spoken tonight and address parking, recognize that it will be addressed with CDOT and put this institutional memory into the document
- Leave the preferred alternative as it is currently reflected
- This is a guidance document. It is not legally binding. It is like the Master Plan for the Town
- Funding may dictate what it says and how it goes
- Be aggressive and proactive about keeping parking close; getting the business community and employees to park off-site will not solve it all
- Cora Street is all employee parking right now

Council appeared to agree that the preferred alternative of no parking on Highway 62, except as shown on the south side of Hartwell Park, will remain. However, language will be amended to the plan to reflect concern about this loss of parking and efforts will be made, to the extent possible, to consider additional parking opportunities near Highway 62

## APPENDIX B Town of Ridgway HB Zone District Preliminary Review

### Potential Zoning Issues That Can Affect Streetscape and Vitality:

#### 7-3-8 HB Zone District

##### (B) Uses By Right:

(1) Single family homes which meet the requirements of Section 6-6, duplexes, and multi-family residences.

Issue: Residences should be encouraged in the downtown area, but only on the second or third floors of a building to encourage continuity of the downtown streetscape. The HB zone allows 35' in height, which is adequate to build a three (3) story building. Retail stores, business and professional offices and service establishments should be required on the first floor if upper floor residences are provided. Single family and duplex units should not be permitted.

(4) Public utility service facilities.

Issue: These structures tend to occupy prime commercial space and would be better located where they can be serviced by utility trucks. The Town of Ridgway should consider grandfathering existing facilities, but not allowing any new public utility service facilities in the HB zone.

(10) Hotels and motels.

Issue: Hotels are a great use for a downtown area, and in fact, Ridgway had the historic Park Hotel on Lena St. and the Mentone Hotel. A motel use is too automobile-oriented and would break up the streetscape with driveways and would not be appropriate in the HB zone.

(11) Parking facilities, funeral homes, and commercial garages.

Issue: All of these uses require a substantial amount of off-street parking which can be unsightly in the downtown. We recommend that these be moved to the Conditional Uses category so that the aesthetics of the project can be reviewed.

##### (C). Conditional Uses

(1) Light manufacturing

Issue: Light manufacturing is not appropriate in any downtown or highly pedestrian area.

Manufacturing requires truck deliveries which are hazardous in a downtown area where pedestrians are present. We suggest Ridgway eliminate this use in the HB zone and continue to allow it in the GC and I-2 zones.

(3) The outside storage of equipment inventory or supplies, accessory to a business occupying a building on the premises, subject to conditions. . .

Issue: A healthy and vibrant downtown should not allow outside storage of equipment or supplies because they are always unsightly and usually require trucks to deliver and remove the supplies.

Although conditional use approval will allow conditions to be placed on such a use, such as fencing, tall solid fences do not create a "welcome" feeling in downtown, even off the alleys. Consider grandfathering what may exist or provide an amortization schedule for their ultimate removal.

(E). Performance Standards:

(3) All manufacturing and industrial activities must take place inside with no noise, smoke, dust or light observable off of the premises.

Issue: The HB zone should not allow these uses in the HB zone (see C-1 above). However, the Town could consider changing "all manufacturing and industrial activities" to "Arts and craft studios". Also, consider including "no fumes" and "no odor" to the performance standard.

(4) (a) Residential uses must provide off-street parking as required by Subsection 7-3-10-C-1-a.

Issue: This standard should remain; however, we are just pointing out again that the goal would be to have residential use on the upper floors. Further, there is no requirement in Subsection 7-3-10-C-1-a. as to where parking should be located. In the HB zone, it is most appropriate to have required off-street parking at the rear of the building (to ensure streetscape continuity) or underground parking with access off of an alley.

(5) Buildings containing more than 10,000 square feet of floor area shall not be allowed.

Issue: What seems like a huge building today, may be an important economic driver for the town in the future. We recommend that this be moved from the performance standards section and placed under the Conditional Use section.

#### 7-3-10 Dimensional & Off-Street Parking Requirements

##### (A) Tabulated Requirements of Uses by Right

Provided snow and drainage can be adequately addressed, the Project Team encourages all new developments to have 0' front and side setbacks. Further, a successful downtown has windows on the street, adjacent to the sidewalk; an 8' front setback creates a maintenance headache and encourages "window shopping".

If you want to encourage parking in the rear, off the alley, you may want to increase the rear setback to 20'. This will force a developer to bring the building to the street edge if more setback is required in the rear. Parking should be allowed in the rear yard setback area.

#### 7-3-11 Planned Unit Development (PUD)

Issue: Often, development in a downtown area is constrained due to lot size, proximity to adjacent buildings, parking requirements, etc. The town should consider whether a PUD could provide greater control of development in the downtown area. We are not suggesting that all development in the HB zone be required to go through a PUD, but consider allowing the use of the PUD for projects that are constrained, yet would be an asset to the downtown area. Consider the PUD process as a tool to get the most community benefit out of a project. Currently, the PUD can only be used for golf courses and residential uses. Perhaps adding a third permitted use, "Lots in the HB zone district", could allow the town this additional flexibility and review authority.

#### 7-3-12 Sign Regulations

Issue: This is a very lenient sign code. It is our opinion that if a successful streetscape is to occur, the town will need to have more review authority over signage. It is not unusual for communities to require permits for all signs (except governmental signs and traffic control devices); they may not charge a fee for some signs, such as temporary signs, but they have the ability to review what will be added to the visual public realm.

#### 7-3-13 Supplemental Regulations

##### (G) Accessory Dwelling Units

Issue: Accessory Dwelling Units in the HB zone should not be allowed if the single family residential and duplex uses are eliminated from that zone district.

## Appendix C Surface Treatment Options

### Gravel with Magnesium Chloride

installation cost \$1.50/SY  
annual maintenance cost: TBD

#### Pro's

- preserves rural character
- better storm water infiltration
- least expensive

#### Con's

- dust pollution
- mud season
- health hazard (allergy complaints)
- damage to trees
- ongoing maintenance



### Chip Seal

installation cost \$10/SY  
annual maintenance cost: TBD

#### Pro's

- character and color
- year-round activities
- striping organizes parking

#### Con's

- maintenance/patching
- replacement (3-7 years)
- durability in common areas



### Asphalt

installation cost \$30/SY  
annual maintenance cost:  
- \$2700/lane-mile for Region 5  
- \$1300/lane-mile average for state

#### Pro's

- enhances commercial activity
- long lifespan
- year-round activities
- striping organizes parking
- durability

#### Con's

- expensive
- added storm water pipe expense
- new water line expense



### Recycled Asphalt

installation cost \$12-\$20/SY  
annual maintenance cost:  
- \$2700/lane-mile for Region 5  
- \$1300/lane-mile average for state

#### Pro's

- sustainability
- year-round activity
- striping organizes parking

#### Con's

- shorter life span than asphalt
- need existing asphalt source
- gradient of quality



## Appendix D Statement of Probable Costs

CONSTRUCTION ITEM	QTY	UNIT	UNIT COST	TOTAL COST
<b>NORTH LENA ST.</b>				
<b>Roadway Costs</b>				<b>\$310,000.00</b>
Demolition/Misc				
Grading (Assumes 2' of earth moved over roadway area)				
Asphalt				
Special Paving at Crosswalk				
Curb & Gutter				
Storm Drainage System				
<b>Streetscape Ammenities</b>				<b>\$150,000.00</b>
Boardwalk				
Concrete Sidewalk				
Benches				
Light Bollards				
Trash Receptacles				
Bike Racks				
Street Trees				
Landscape Strip Planting/Irrigation				
<b>Total Estimated Range</b>				<b>\$460,000.00 to \$552,000.00</b>
<b>SHERMAN ST./HWY 62</b>				
<b>Roadway Costs</b>				<b>\$920,000.00</b>
Demolition/Misc				
Grading (Assumes 2' of earth moved over roadway area)				
Asphalt				
Special Paving at Intersection***				
Curb & Gutter				
Storm Drainage System				
<b>Streetscape Ammenities</b>				<b>\$210,000.00</b>
Concrete Sidewalk				
Secondary Landmarks***				
Benches***				
Light Bollards***				
Trash Receptacles***				
Bike Racks***				
Street Trees				
Landscape Strip Planting/Irrigation				
<b>Total Estimated Range</b>				<b>\$1,130,000.00 to \$1,356,000.00</b>
<b>CLINTON ST.</b>				
<b>Roadway Costs</b>				<b>\$450,000.00</b>
Demolition/Misc				
Grading (Assumes 2' of earth moved over roadway area)				
Special Paving on Street				
Special Paving at Intersection				
Curb & Gutter				
Storm Drainage System				
<b>Streetscape Ammenities</b>				<b>\$185,000.00</b>
Concrete Sidewalk				
Benches				
Light Bollards				
Trash Receptacles				
Bike Racks				
Street Trees				
Landscape Strip Planting/Irrigation				
<b>Total</b>				<b>\$635,000.00 to \$762,000.00</b>
<b>CORA ST.</b>				
<b>Roadway Costs</b>				<b>\$260,000.00</b>
Demolition/Misc				
Grading (Assumes 2' of earth moved over roadway area)				
Asphalt				
Curb & Gutter				
Storm Drainage System				
<b>Streetscape Ammenities</b>				<b>\$100,000.00</b>
Concrete Sidewalk				
Benches				
Light Bollards				
Trash Receptacles				
Bike Racks				
Street Trees				
Landscape Strip Planting/Irrigation				
<b>Total</b>				<b>\$360,000.00 to \$432,000.00</b>
<b>CHARLES ST.</b>				
<b>Roadway Costs</b>				<b>\$190,000.00</b>
Demolition/Misc				
Grading (Assumes 2' of earth moved over roadway area)				
Asphalt				
Storm Drainage System				
<b>Streetscape Ammenities</b>				<b>\$190,000.00</b>
Concrete Sidewalk				
Benches				
Light Bollards				
Trash Receptacles				
Bike Racks				
Street Trees				
Landscape Strip Planting/Irrigation				
<b>Total</b>				<b>\$380,000.00 to \$456,000.00</b>
<b>LAURA ST.</b>				
<b>Roadway Costs</b>				<b>\$185,000.00</b>
Demolition/Misc				
Grading (Assumes 2' of earth moved over roadway area)				
Asphalt				
Storm Drainage System				
<b>Streetscape Ammenities</b>				<b>\$115,000.00</b>
Concrete Sidewalk				
Benches				
Light Bollards				
Trash Receptacles				
Bike Racks				
Street Trees				
Landscape Strip Planting/Irrigation				
<b>Total</b>				<b>\$300,000.00 to \$360,000.00</b>

<b>SOUTH LENA ST.</b>			
<b>Streetscape Amenities</b>		\$60,000.00	
Concrete Sidewalk (one side 5' wide)			
Street Trees			
Landscape Strip Planting/Irrigation			
<b>Total</b>		<b>\$60,000.00</b>	<b>to \$72,000.00</b>
<b>HARTWELL PARK</b>		\$75,000.00	
Additional Trees along internal walk			
Light Bollards			
Kiosk/Landmark			
Banner Posts			
<b>Total</b>		<b>\$75,000.00</b>	<b>to \$90,000.00</b>
<b>TOWN PARKING LOT</b>		\$135,000.00	
Grading (Assumes 1' of earth moved over parking area)			
Trees			
Landscape & Irrigation			
Light Bollards			
Gravel			
Hitching Post Fence			
Wheel Stops			
<b>Total</b>		<b>\$135,000.00</b>	<b>to \$162,000.00</b>
<b>Subtotal</b>		<b>\$3,535,000.00</b>	<b>to \$4,242,000.00</b>
Contingency - 20%		707,000.00	to 848,400.00
Design Fees - 10%		353,500.00	to 424,200.00
<b>Total Estimated Range</b>		<b>4,595,500.00</b>	<b>to 5,514,600.00</b>

Notes:

1. Due to inflationary environment of construction costs over recent years, costs at actual time of construction should be expected to escalate.

2. The quantities and costs are estimates only and should be used to define magnitude of cost and are not intended to be an actual estimate of construction costs.

3. Cost information based on recent projects in western Colorado and cost estimating date from the Colorado Dept of Transportation website.

4. Drainage costs are placeholders and should be confirmed and updated at the time a drainage report is completed.

5. Does not include water line replacement if needed.

\*\*\*These items are in addition to what CDOT would fund for road improvements and would be the responsibility of the Town.

