

MAIN STREET (HWY 24) PEDESTRIAN/BICYCLE PLAN

TOWN COUNCIL MEETING
JUNE 1, 2016



Project Overview

- The Town of Minturn received a Transportation Alternatives Program (TAP) Grant for design to provide pedestrian, bicycle, and drainage improvements along Main Street (Hwy 24).
- The project is divided into three segments:

Segment 1: Toledo Avenue to Cemetery Road

- Extend the downtown corridor

Segment 2: Cemetery Road to Boneyard Open Space

- Provide pedestrian and bicycle facilities through South Minturn

Segment 3: Boneyard Open Space to Maloit Park Road

- Provide bicycle facilities to Maloit Park Road

Benefits of Walkable/Bikeable Communities

- Improved safety for users
- Improved health
- Improved economy by attracting more businesses and residents
- Provides transportation choices, especially to vulnerable populations



Project Goals

Improve and increase accessibility for pedestrians and cyclists, while expanding on recreational and economic development opportunities.

Enhance safety of the travel corridor for all users.

Advance improvements that can be implemented and maintained easily.



Minimize impacts to the adjacent community.

Maintain compatibility with the intent of previous local planning efforts.



Community Survey

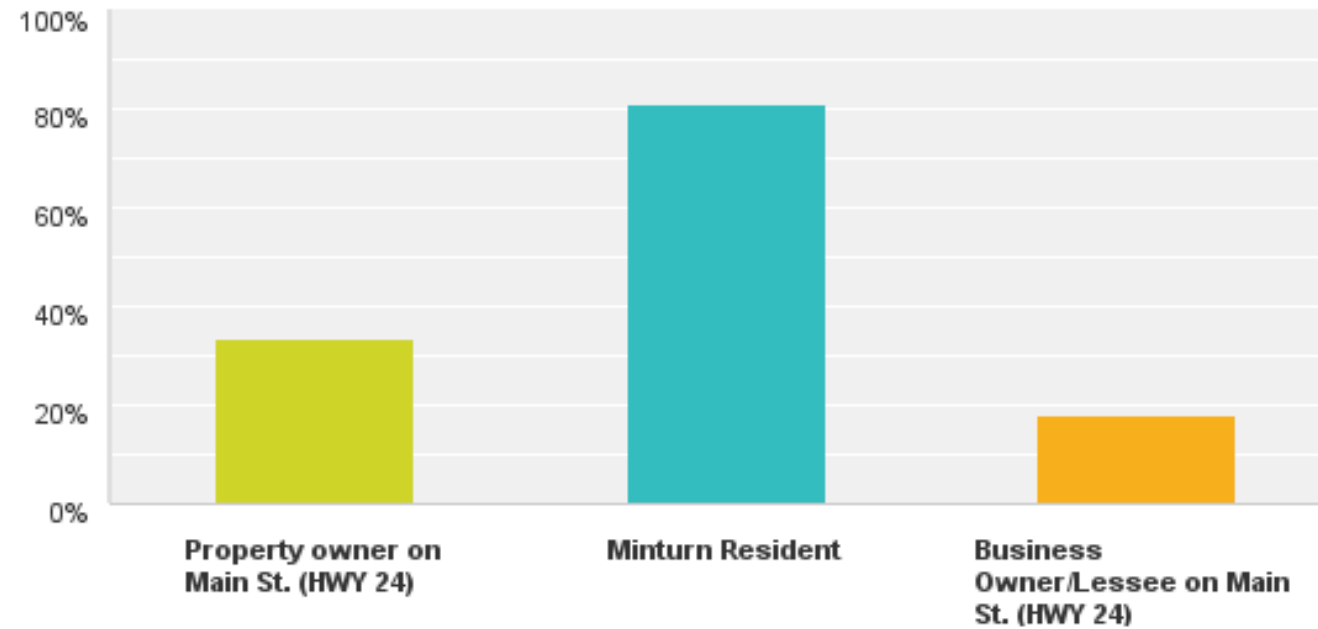
- Survey data was collected between 5/24/2016 and 6/1/2016
- Collected using Minturn direct email, Facebook, door-to-door flyers, and through the May Minturn Newsletter



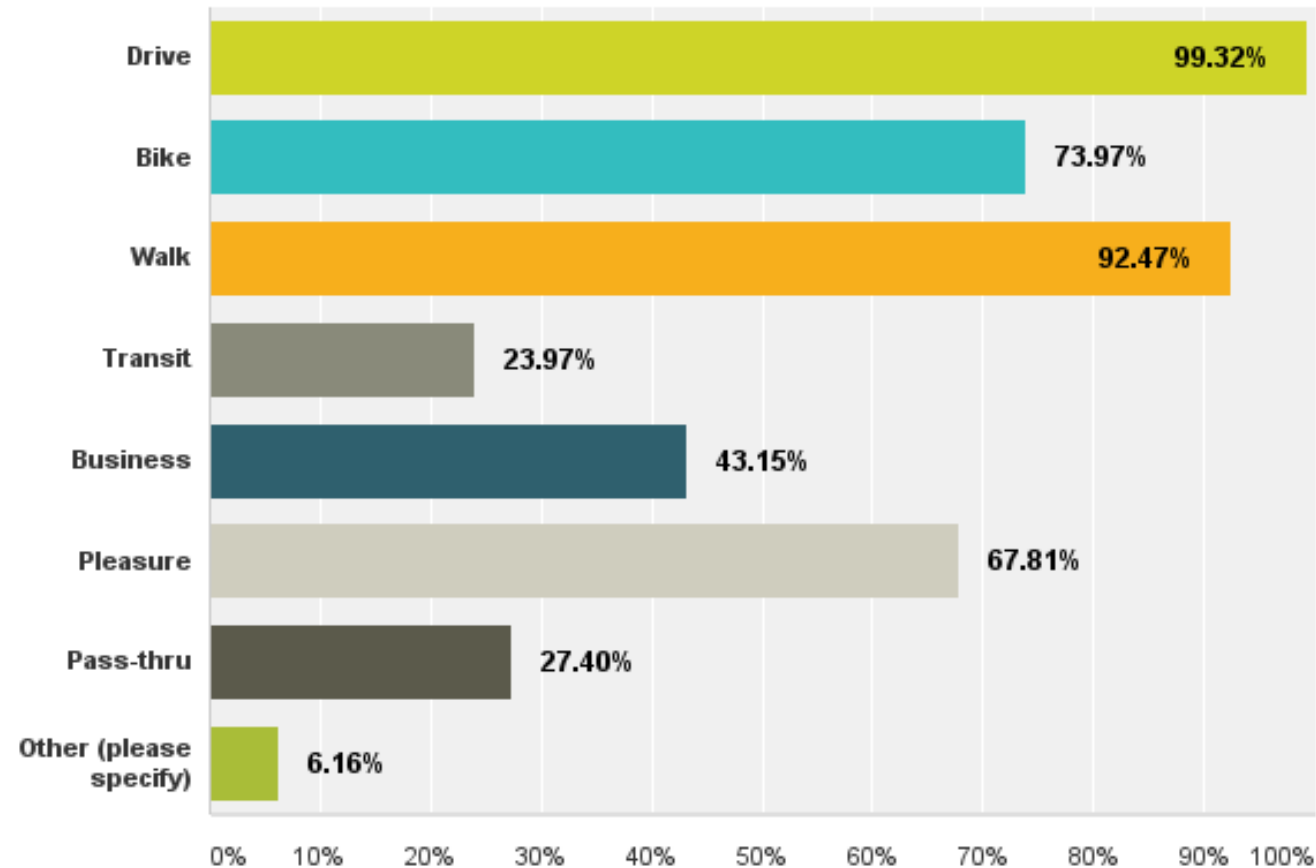
Survey Results

Q1 Are you a (check all that apply):

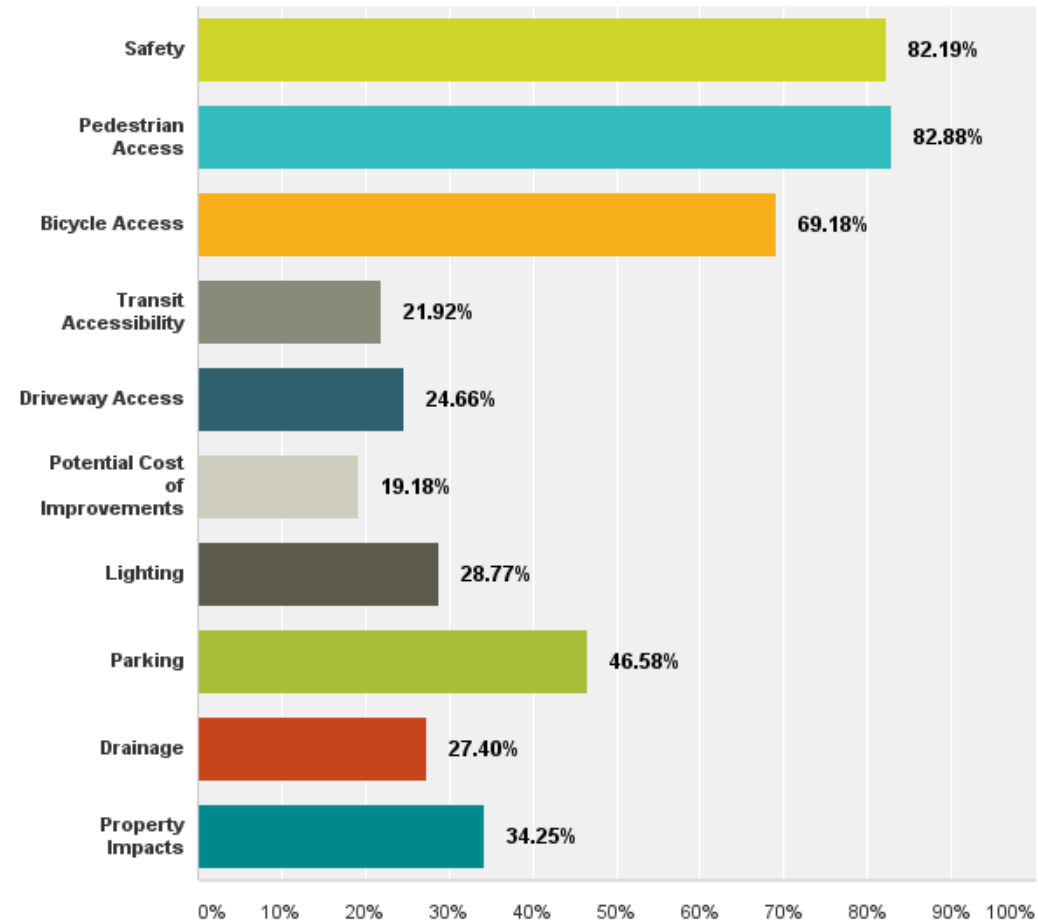
Answered: 138 Skipped: 9



How do you use the Main Street corridor? (Mark all that apply)



What community issues are most important to you? (Check all that apply)



Which activities would you do if improved pedestrian and bicycle facilities were available? (Check all that apply)

Answer Choices ▼	Responses ▼	
▼ Walk/bike for recreation or to access recreational opportunities	94.29%	132
▼ Walk/bike to local destinations (restaurants, shopping, parks, etc.)	88.57%	124
▼ Walk/bike to conduct errands/business/go to work	81.43%	114
▼ Access transit facilities (ECO/School bus)	30.71%	43
Total Respondents: 140		

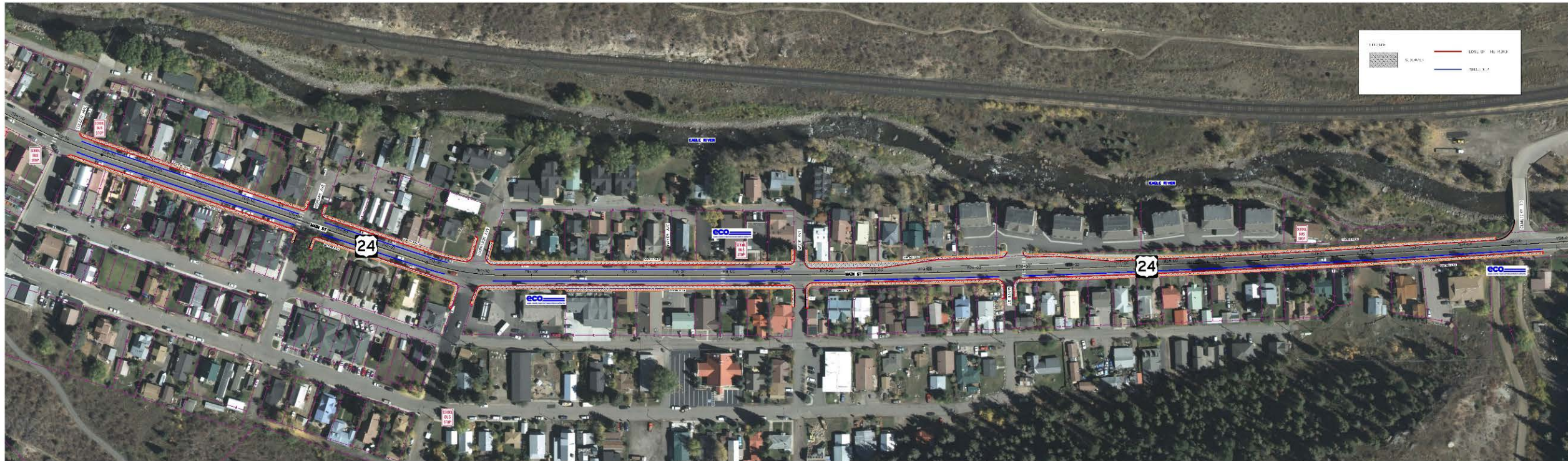
Segment 1

TOLEDO AVENUE TO CEMETERY ROAD

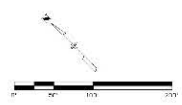
EXTEND THE DOWNTOWN CORRIDOR



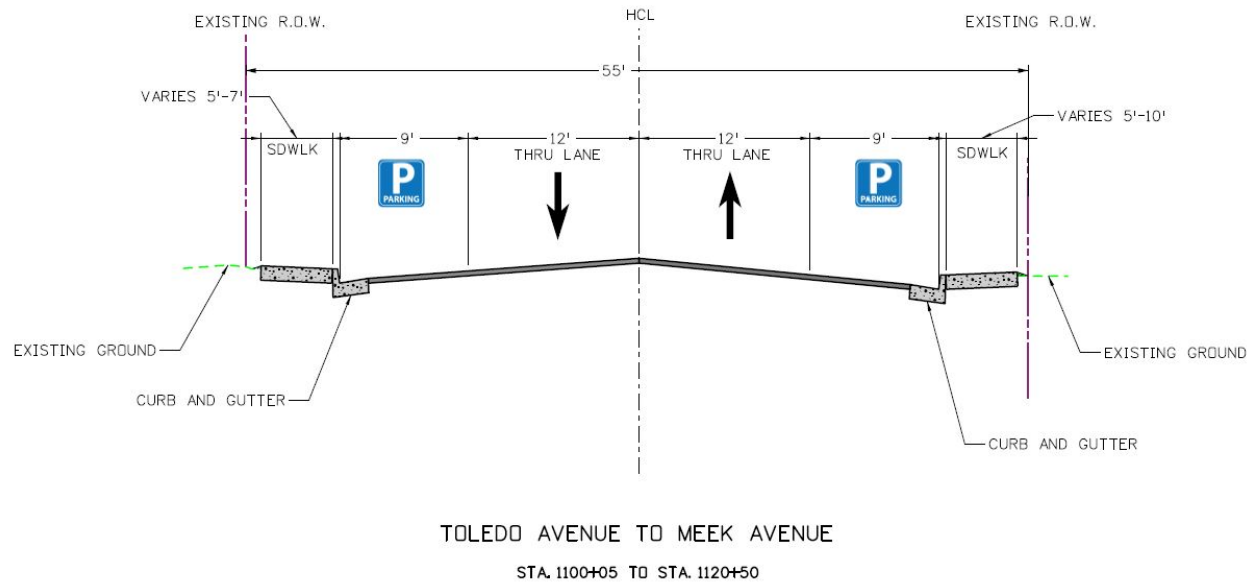
Segment 1



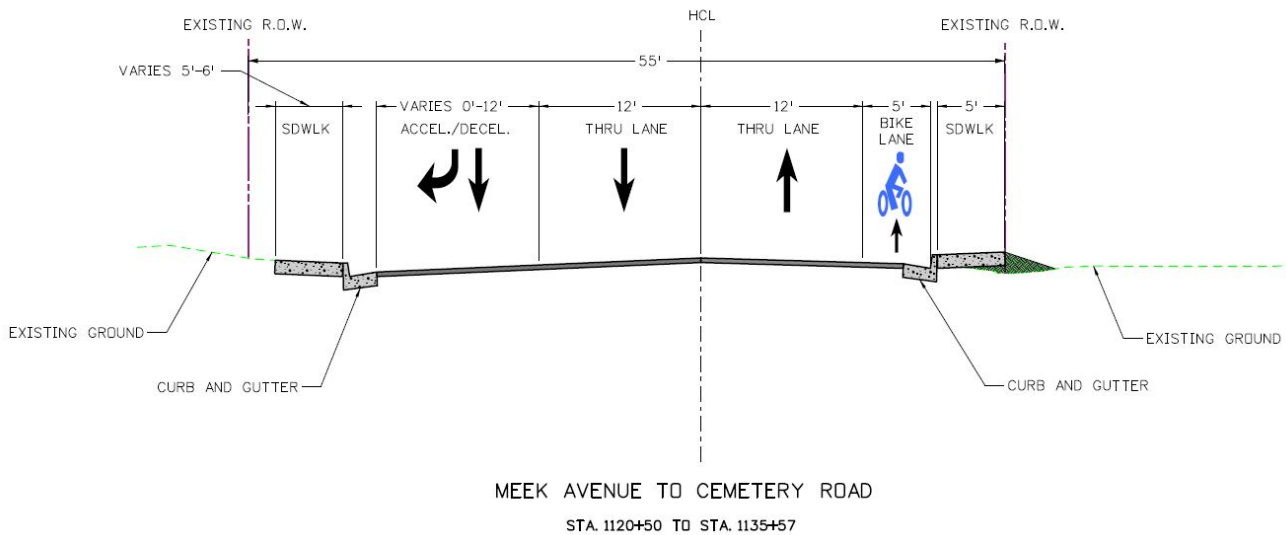
MINTURN IMPROVEMENTS
SEGMENT 1
TOLEDO AVENUE TO CEMETERY ROAD
JUNE 7, 2016



Segment 1 – Toledo Avenue to Meek Avenue



Segment 1 – Meek Avenue to Cemetery Road



Segment 2

CEMETERY ROAD TO THE BONEYARD OPEN SPACE

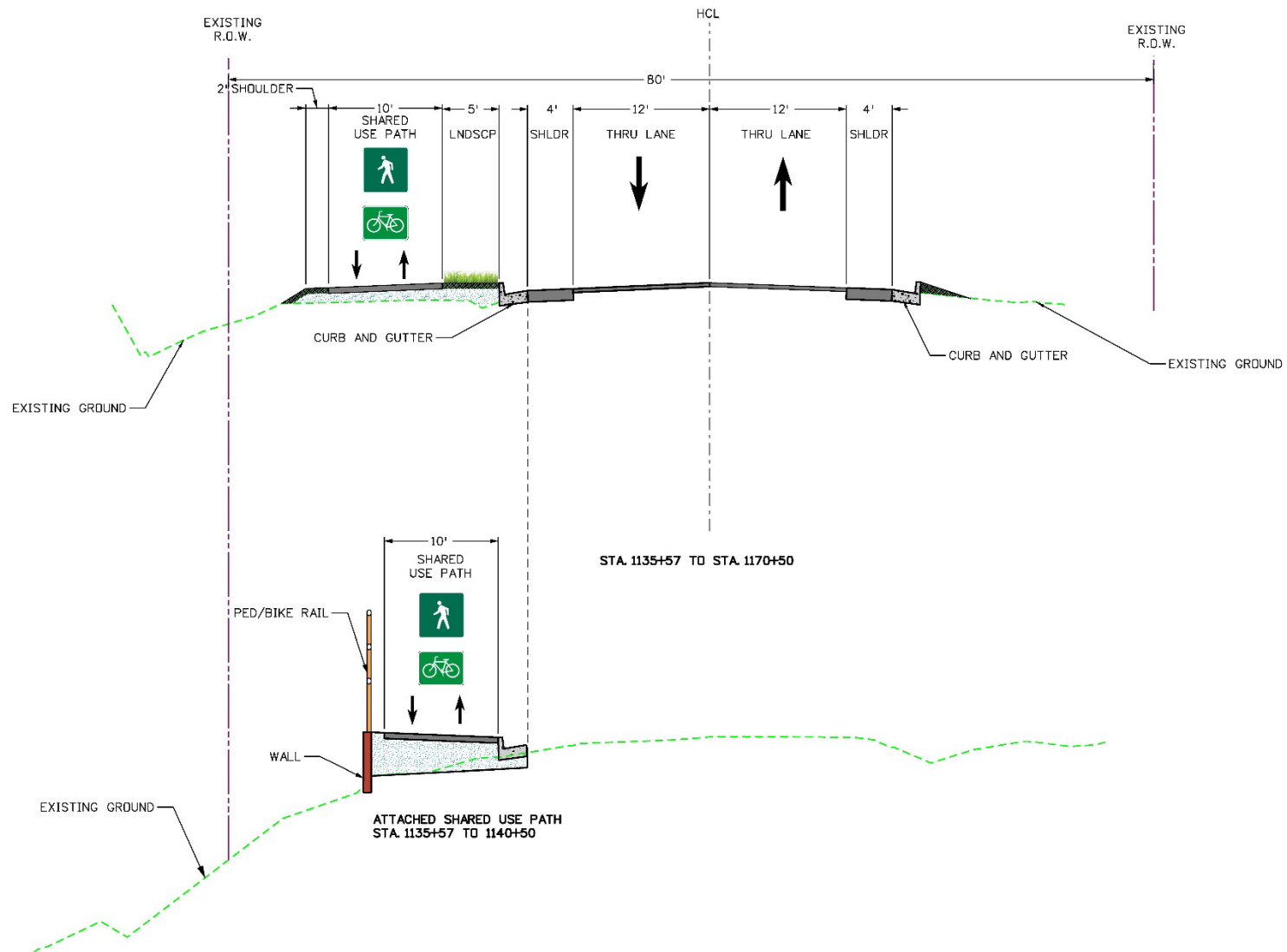
PROVIDE PEDESTRIAN AND BICYCLE FACILITIES THROUGH SOUTH MINTURN



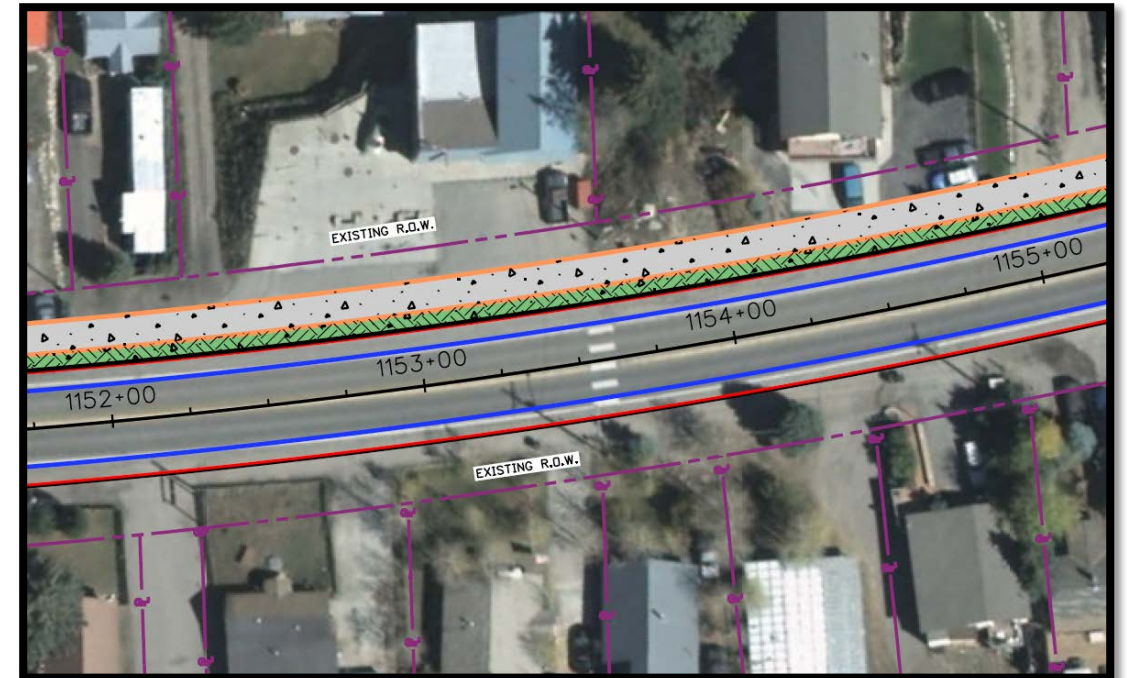
Option A: Shared Use Path on East Side



Option A Typical Section



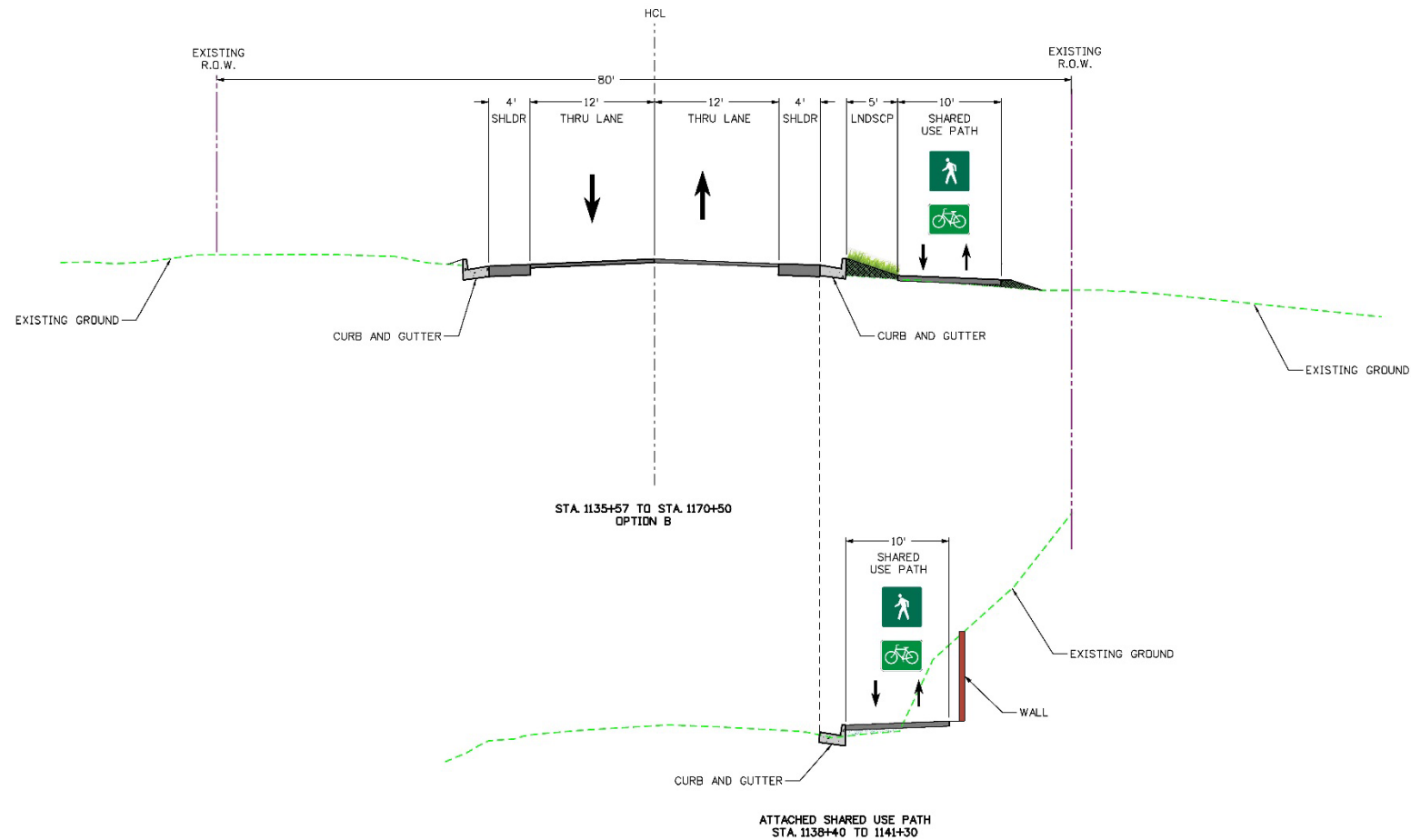
Option A: Shared Use Path on East Side



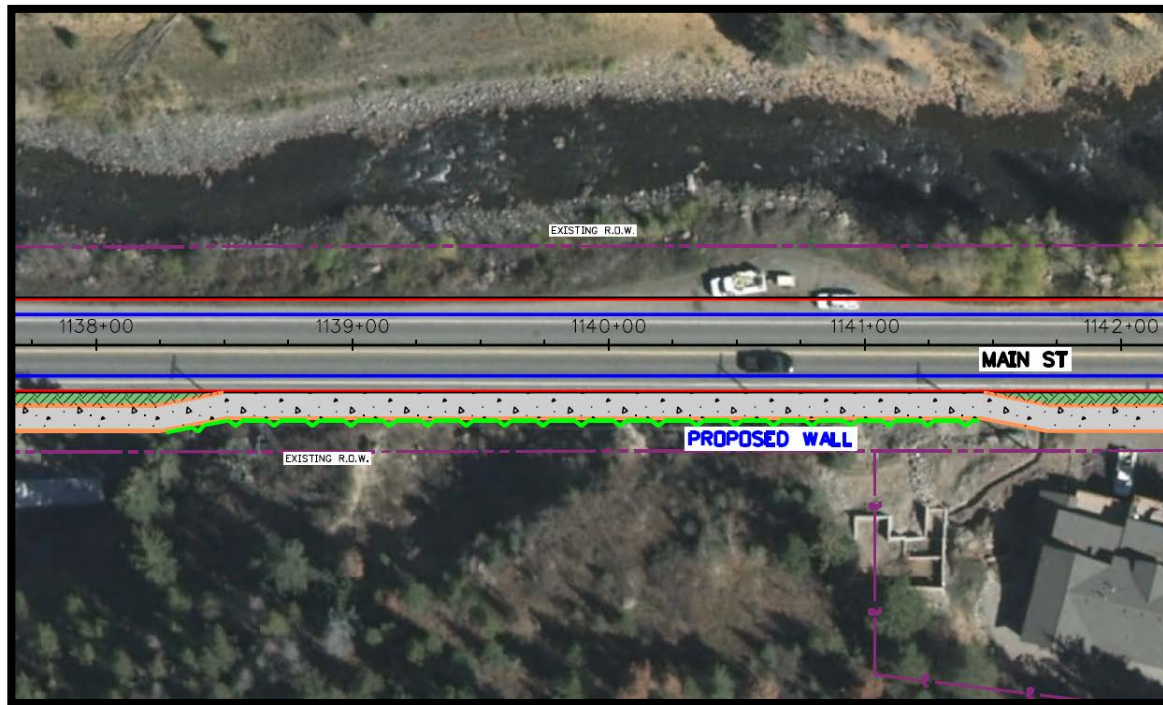
Option B: Shared Use Path on West Side



Option B Typical Section



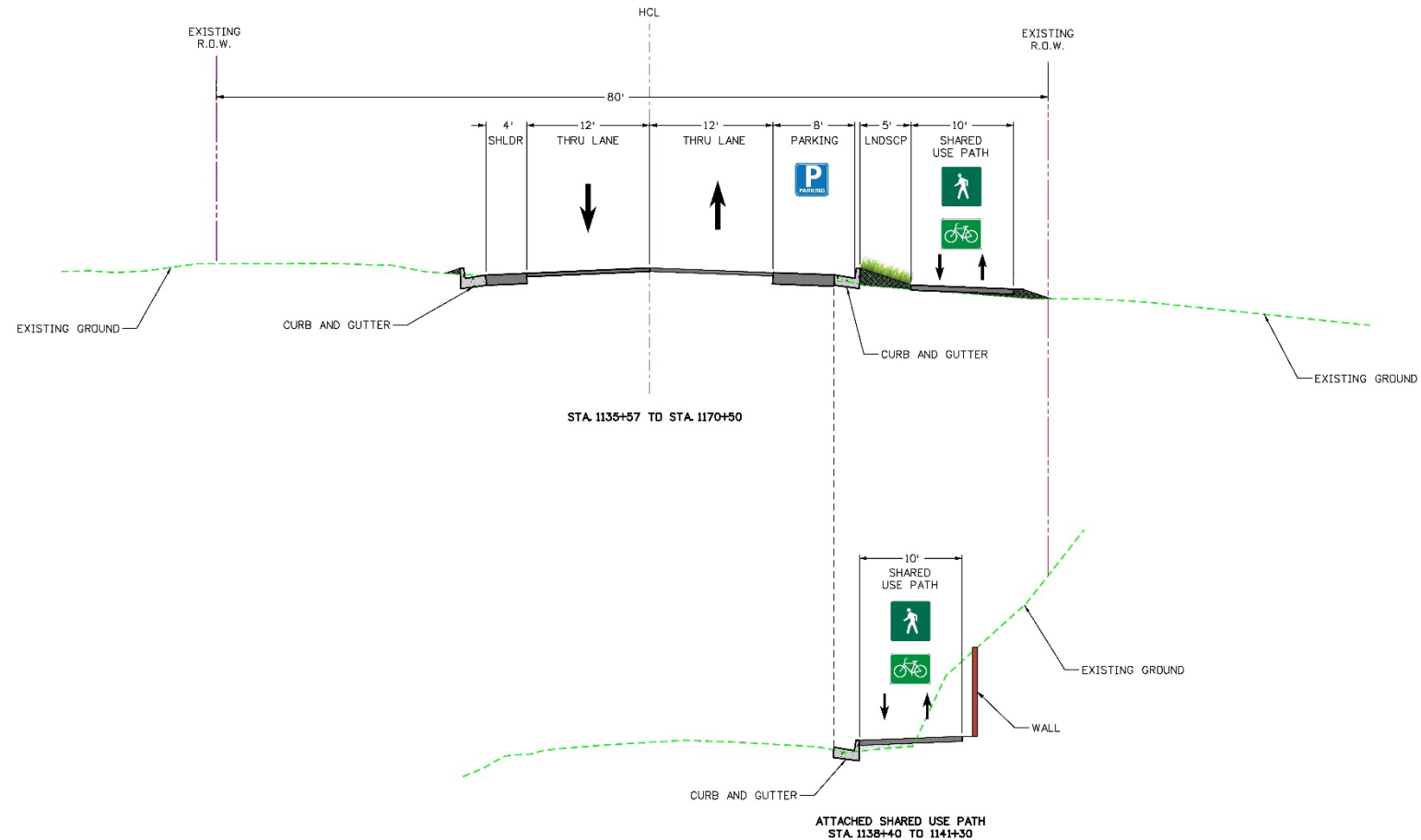
Option B: Shared Use Path on West Side



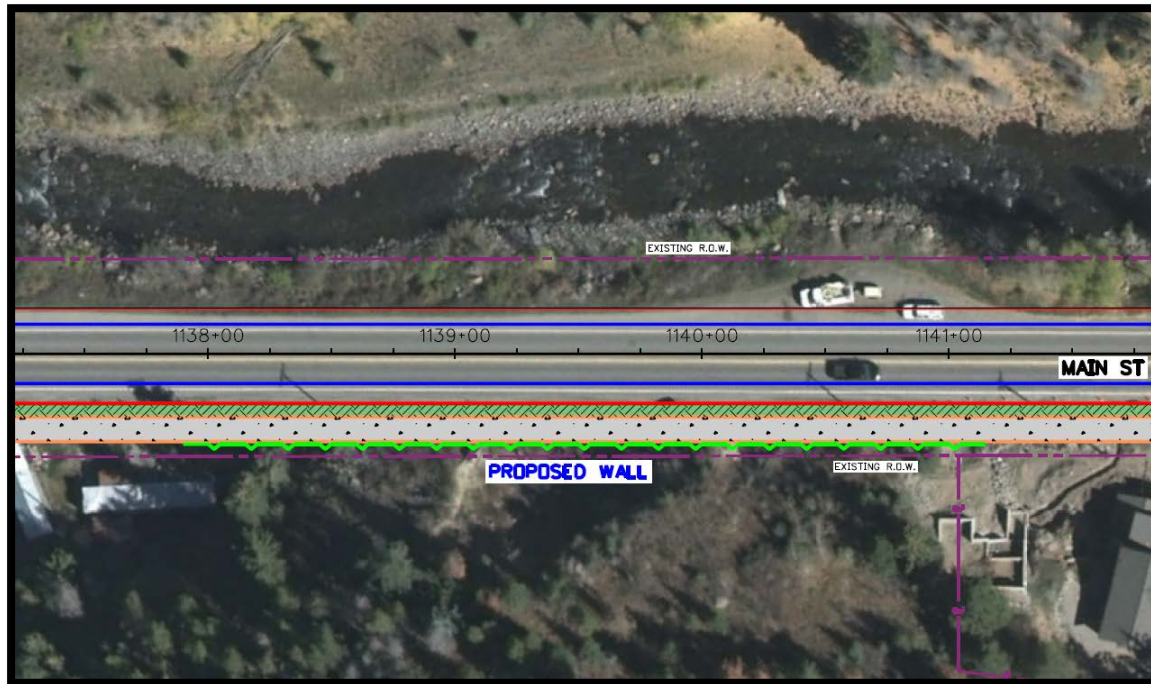
Option C: Shared Use Path and Parallel Parking on West Side



Option C Typical Section



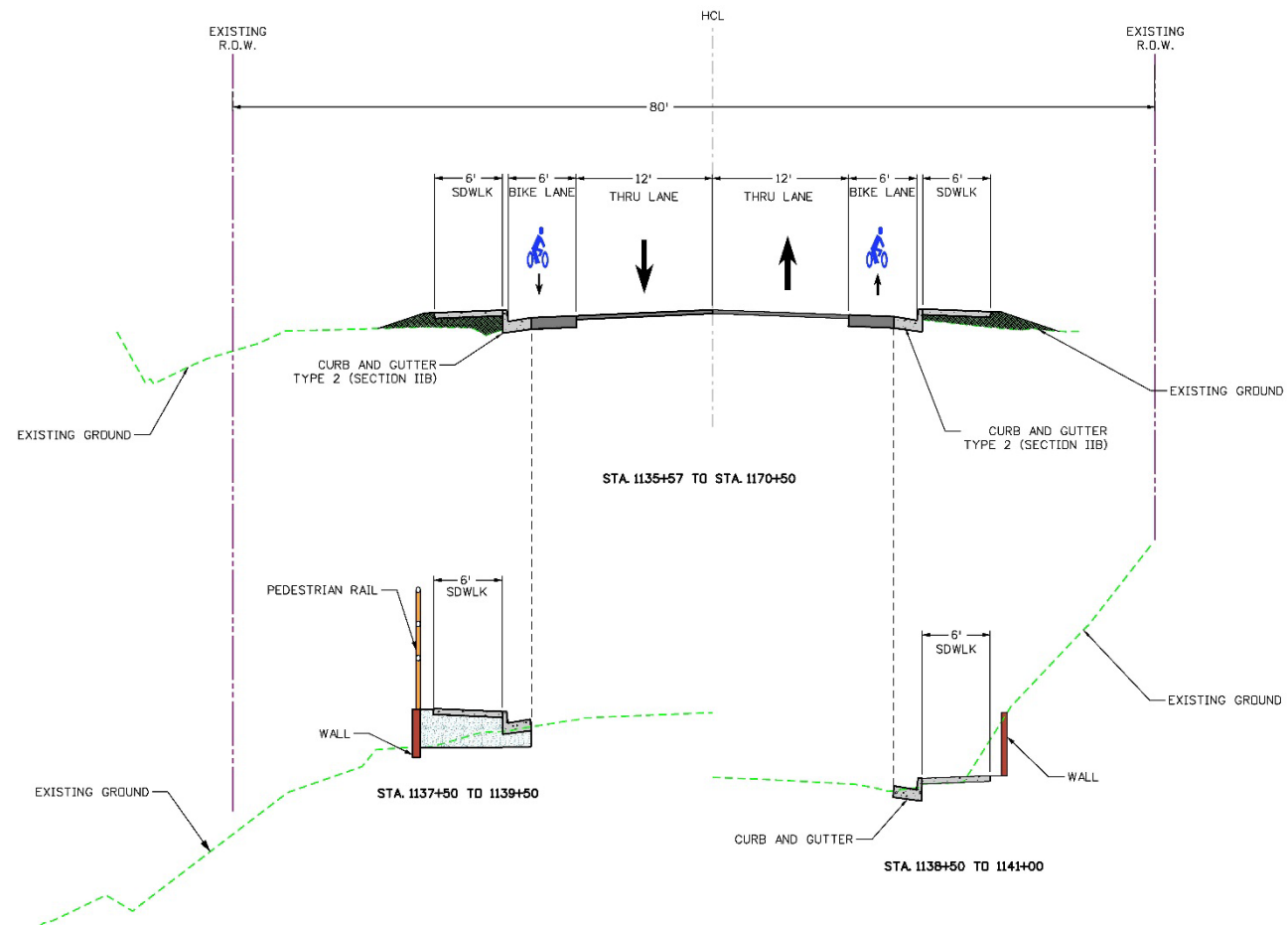
Option C: Shared Use Path and Parallel Parking on West Side



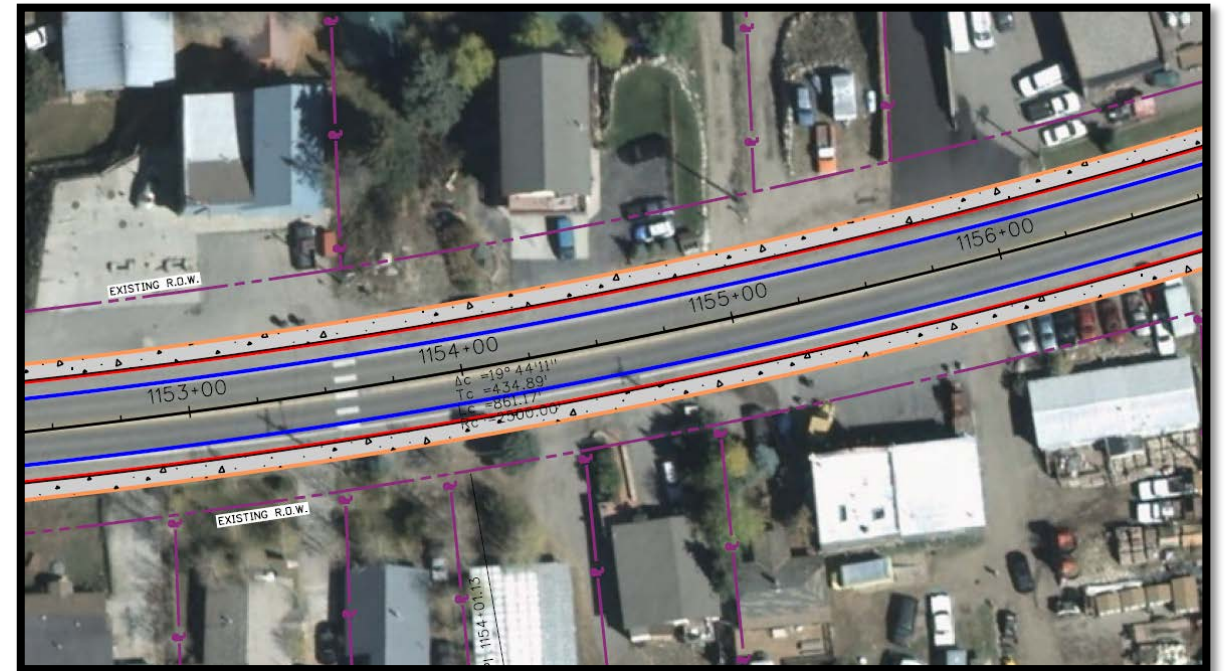
Option D: Sidewalk and Bike Lanes on Both Sides



Option D Typical Section



Option D: Sidewalk and Bike Lanes on Both Sides



Why Curb & Gutter instead of a Ditch?

- Curb and gutter is consistent with the Town of Minturn Master Drainage Plan
- Ditch could impact ROW due to size
- Cross-culverts would need to be installed under each driveway
- A ditch will be difficult to form due to steep slopes down to some properties



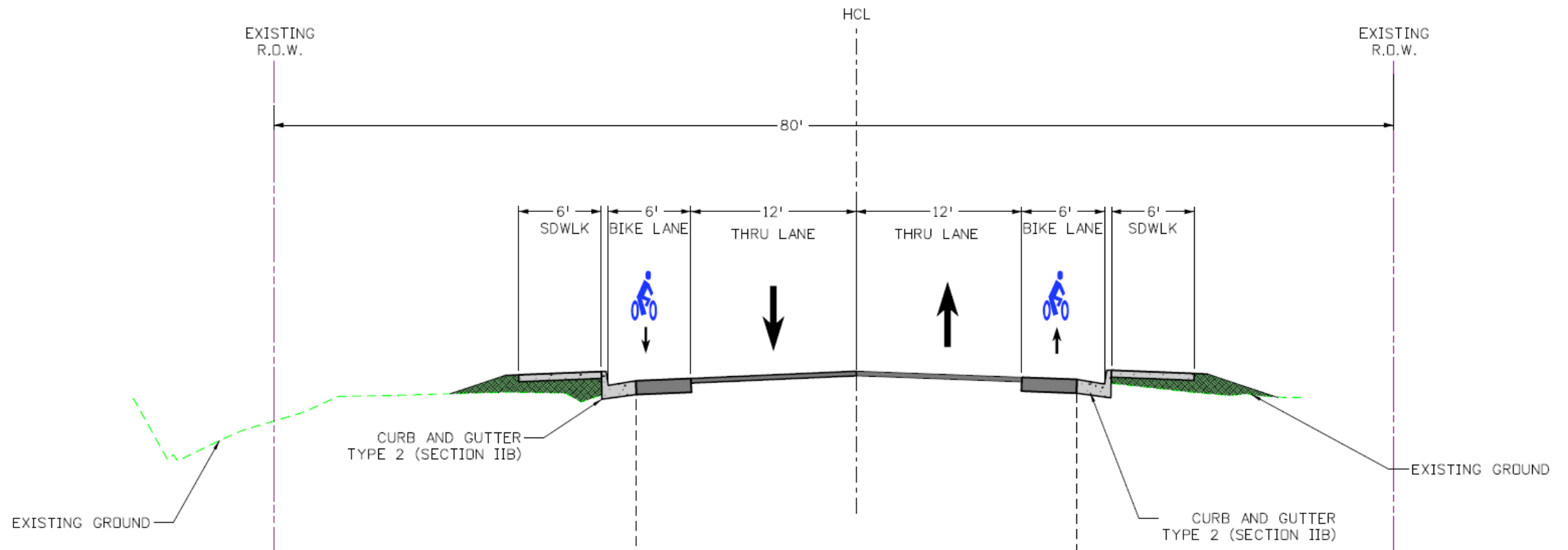
Segment 2 Alternatives Rating Summary

Project Goal	Evaluation Criteria	Option A	Option B	Option C	Option D	No Build
Improve and increase accessibility for pedestrians and cyclists, while expanding on recreational and economic development opportunities.	Pedestrian Accessibility	●	●	●	●	○
	Bicycle Accessibility	●	●	●	●	○
	Recreational Activity Access	●	●	●	●	○
	Economic Development	○	●	●	●	○
	Transit Accessibility	●	●	●	●	○
Enhance safety of the travel corridor for all users.	Crossings	○	○	○	●	○
	Bicycle Users	●	●	●	●	○
	Vehicular Conflict Potential	●	●	●	●	○
Advance improvements that can be implemented and maintained easily.	Construction Cost	●	●	○	●	●
	Project Clearances	●	●	○	●	●
	Maintenance	●	●	●	●	○
	Snow Storage and Removal	●	●	●	●	○
	Short-Term Phasing Opportunities	●	●	●	●	N/A
Minimize impacts to the adjacent community.	Private Property Impacts (ROW)	●	●	●	●	●
	Proximity to Buildings	●	○	○	●	●
	Parking Impacts	○	○	●	○	●
Maintain compatibility with the intent of previous local planning efforts.	Drainage Improvements	●	●	●	●	○
	Local Support					

- Favorable (expands upon the standard)
- Neutral (meets the standard)
- Unfavorable (falls short of the standard)

Segment 2 Preferred Alternative

Option D – Sidewalk and Bike Lanes on Both Sides



Segment 3

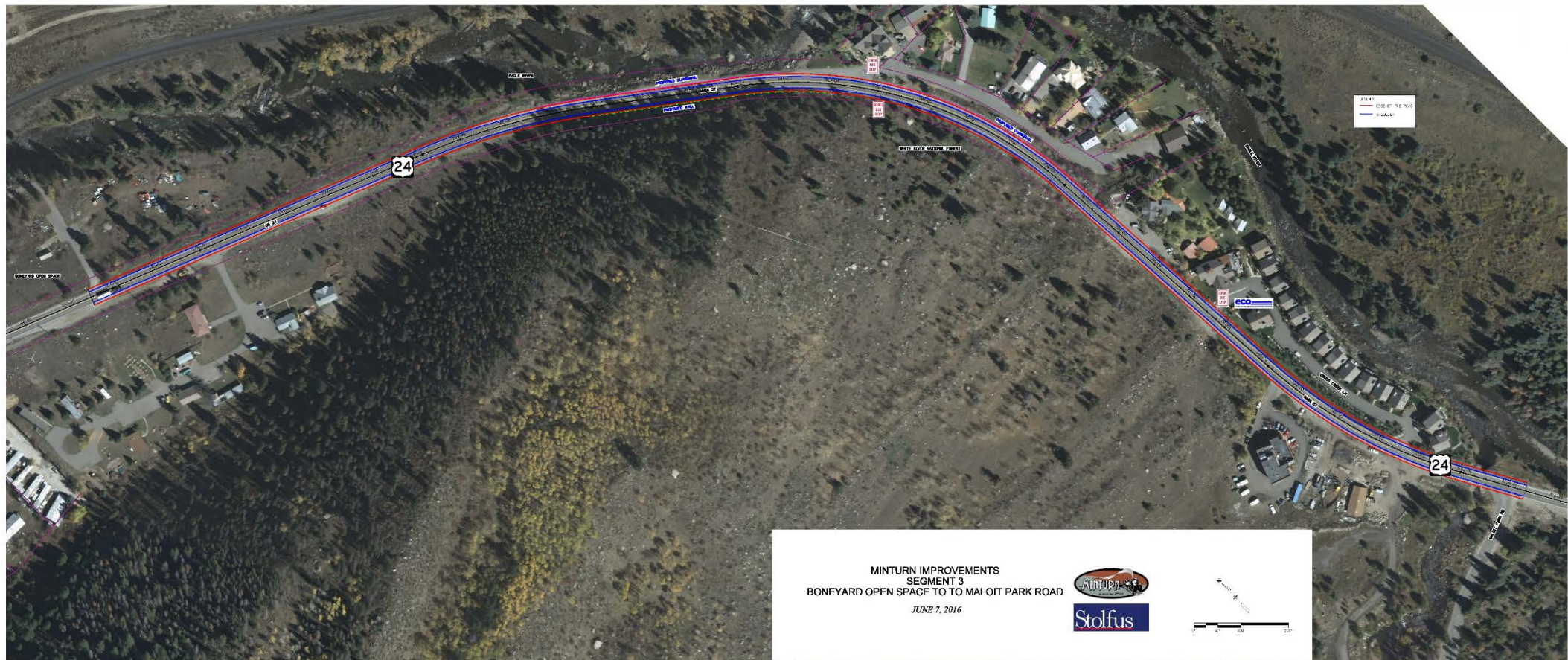


BONEYARD OPEN SPACE TO MALOIT PARK ROAD

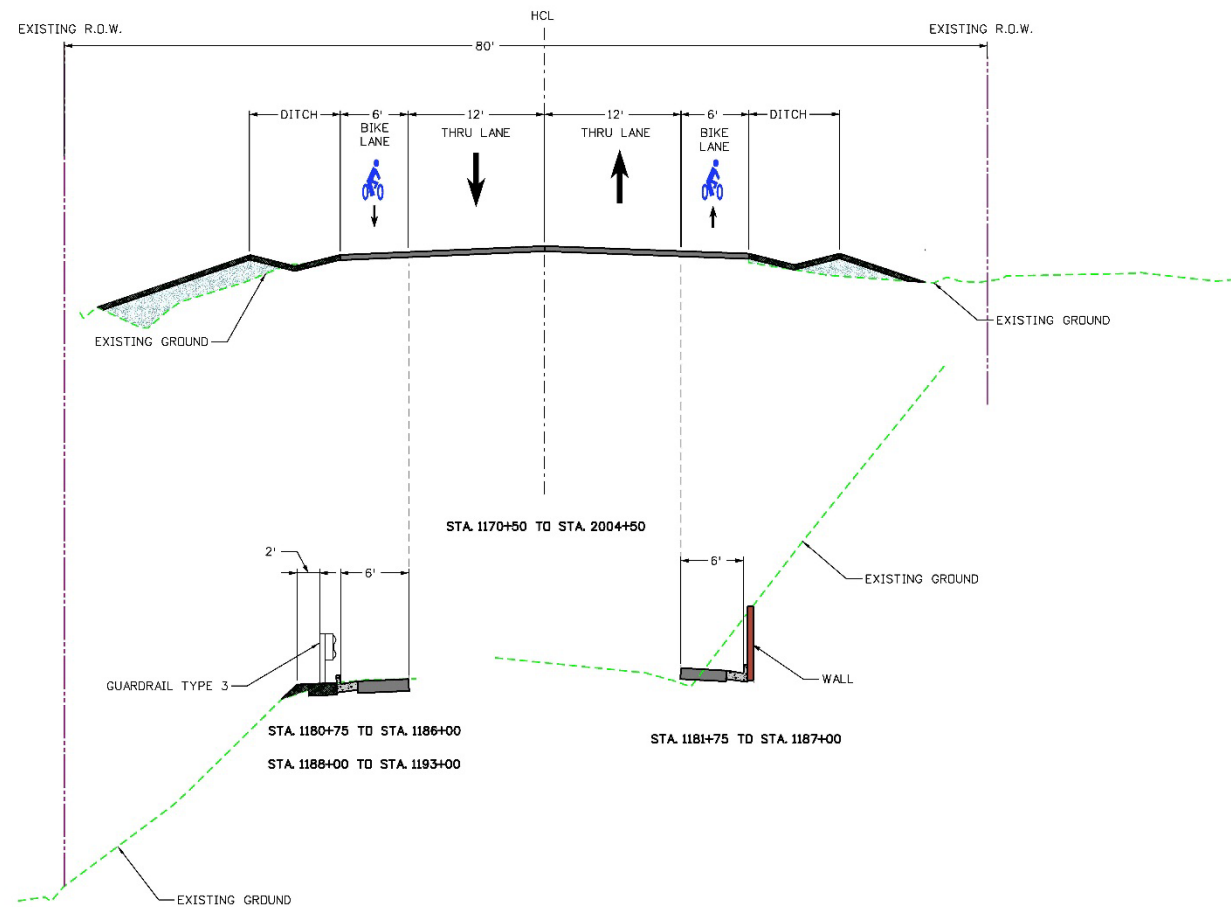
PROVIDE BICYCLE FACILITIES



Segment 3



Segment 3 Typical Section



Segment 3



Schedule & Next Steps

June

- Public Open House #1 (June 7 from 4:00pm – 7:00pm at Minturn Town Hall)
- First set of one-on-one meetings (June 29 & 30 at Minturn Town Hall)

July

- Ongoing preliminary design
- Preliminary plan submittal

August

- TAP Grant application for construction due
- Begin final design

September

- Ongoing final design
- Second set of one-on-one meetings

October

- Town Council Meeting #2
- Public Open House #2

November

- Final plan submittal
- DOLA Grant application for construction

Thank You!

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Questions?

