

PHASE 3 PUBLIC INPUT SUMMARY

Pagosa Springs East End Multimodal Plan

Scan this QR code with your phone to access the complete virtual open house summary



A third public open house was held on April 27th, 2022, allowing participants to provide input on the developing concepts for the East End Multimodal Plan. In addition, business + property-owner meetings were held the following day to discuss concepts in greater detail.

The project team collected the comments and notes gathered at Open House #3 and business/property-owner meetings, and found the following themes:



WALKING/BIKING

- Pedestrian circulation is a priority
- Pedestrian bridge needed to continue and connect with riverwalk
- Centralized pedestrian crossing with RRFBs (a flashing beacon activated by a push button) would be preferred
- Interest in sidewalks along businesses



OPEN SPACE AND RECREATION

- Interest in dual purpose ice rink/market shelter
- Expanded park space
- Better amenities / restrooms



ROADWAYS/TRAFFIC

- Interest and concern about using roundabouts
- Little interest in traffic signals along Hwy 160
- Any traffic-calming intervention/effort will help to improve traffic flow and minimize high speeds on 160
- One-way frontage roads might prevent people from visiting a business they've already passed



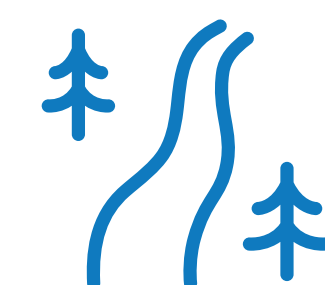
LANDSCAPING/BEAUTIFICATION

- Would like nice landscaping in medians
- Low-water, fire-wise, and shade plants
- Adding proper drainage areas is important
- Visual experience consistent with West End



PARKING

- Open to shared parking strategy
- Include trailer parking where possible
- Encourage parking in underused areas
- Trailer/RV parking is critical
- Additional parking / formal parking is needed
- Concerns over fewer on-street parking spaces in parallel parking scenario

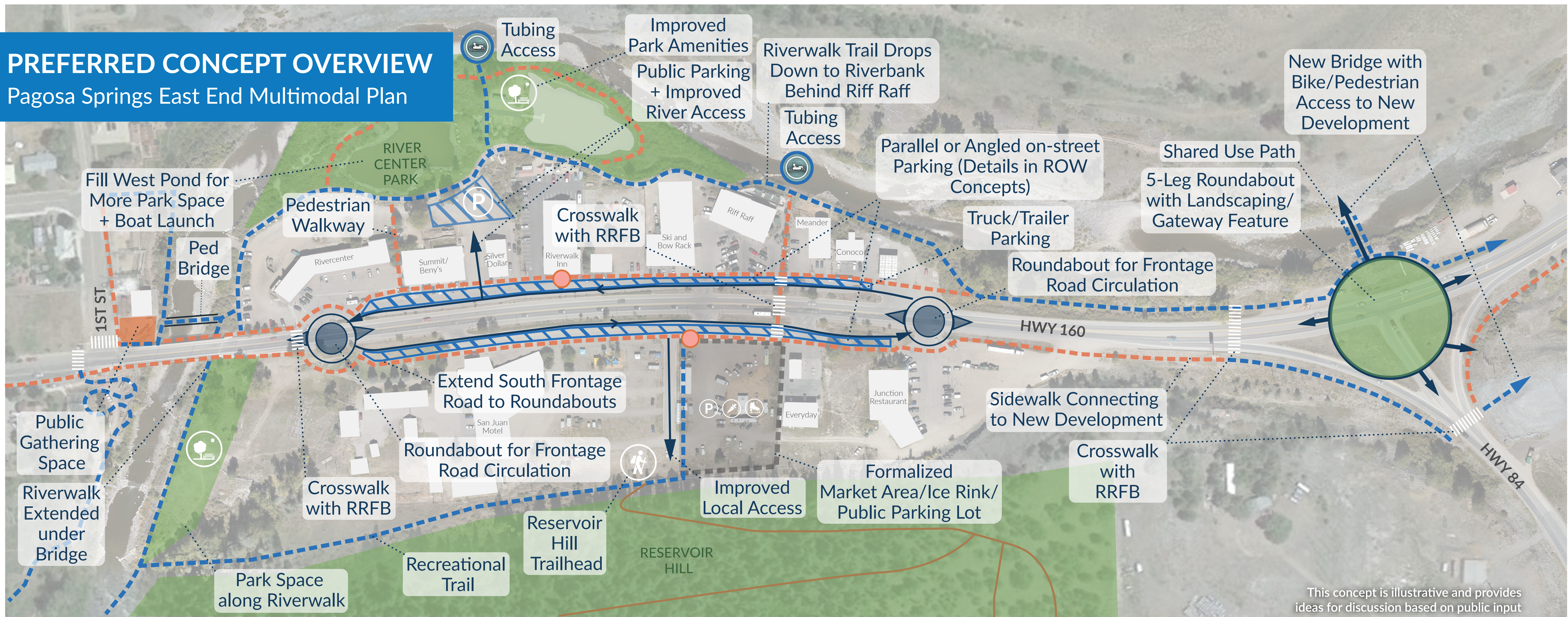


RIVER ACCESS

- Desire clearer access with parking
- River access should be for both tubes and small boats


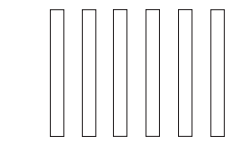








PREFERRED CONCEPT OVERVIEW

Pagosa Springs East End Multimodal Plan



This concept is illustrative and provides ideas for discussion based on public input

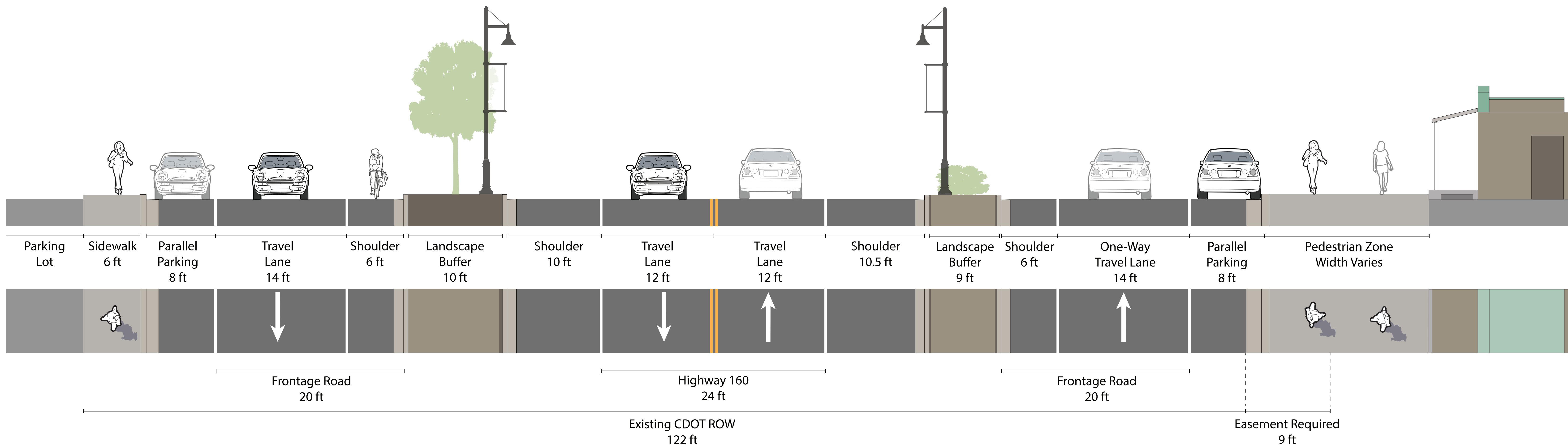
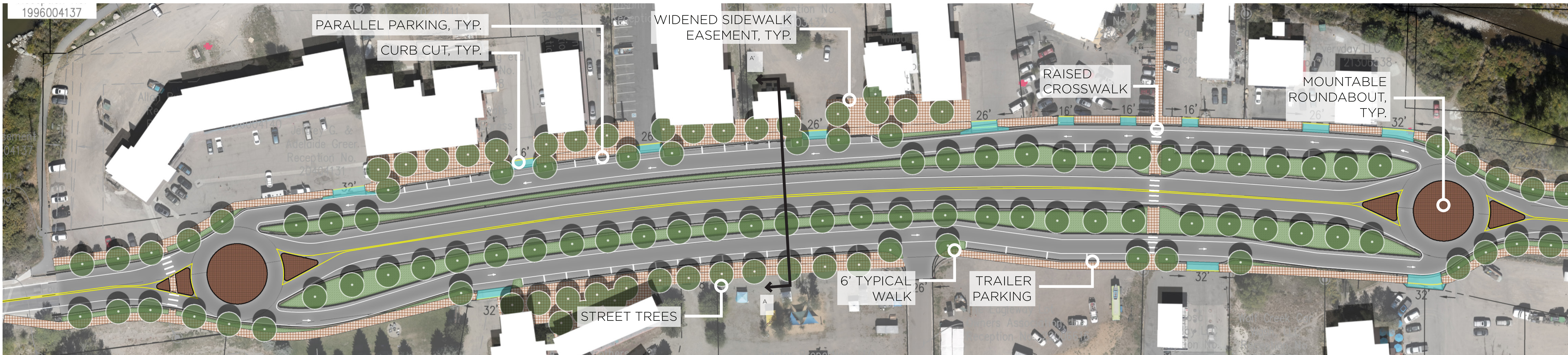
Legend

- 
Traffic Flow - Roundabouts on either end of corridor, one-way frontage road traffic
- 
Pedestrian Crossings - Crosswalks provided in the west roundabout, west of Hwy 160 bridge connecting to the Riverwalk extension, and in the Hwy 160/84 roundabout
- 
Pedestrian Circulation - Sidewalks added adjacent to both frontage roads along Hwy 160, incorporated into park spaces, and along the east side of 1st St
- 
Bike/Pedestrian Circulation - Riverwalk extended east and south, connecting to proposed ped bridge and new developments north and southeast of Hwy 84.
- 
Hiking Trail - Existing Reservoir Hill hiking trails
- 
River Access - Access allowed north of the pedestrian bridge and east of the business district north of Hwy 160
- 
Transit Stop - Newly-added, clearly-labeled stops
- 
Proposed Public On-Street Parking - Existing parking maintained/organized, angle/parallel parking added along frontage roads, potential parking added south of Hwy 160 by the farmers market and park
- 
Recreation/Open Space - Designated park space added in southwest portion of study area, west pond designated as ice rink in winter
- 
Community Gathering Space - Public gathering space added in front of museum, farmers market formalized

CONCEPT A

Pagosa Springs East End Multimodal Plan

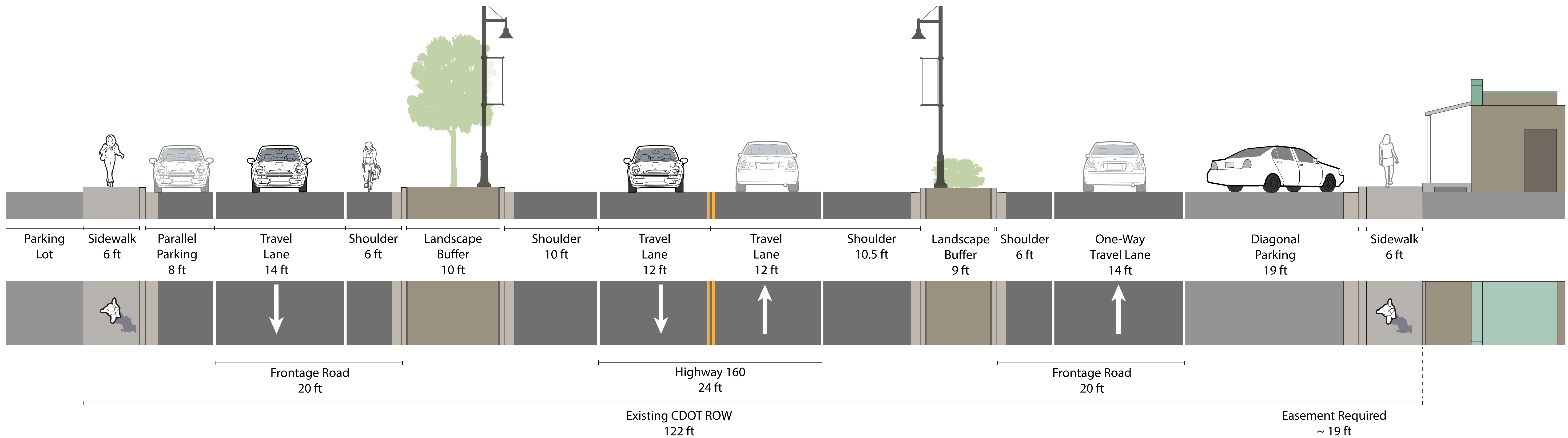
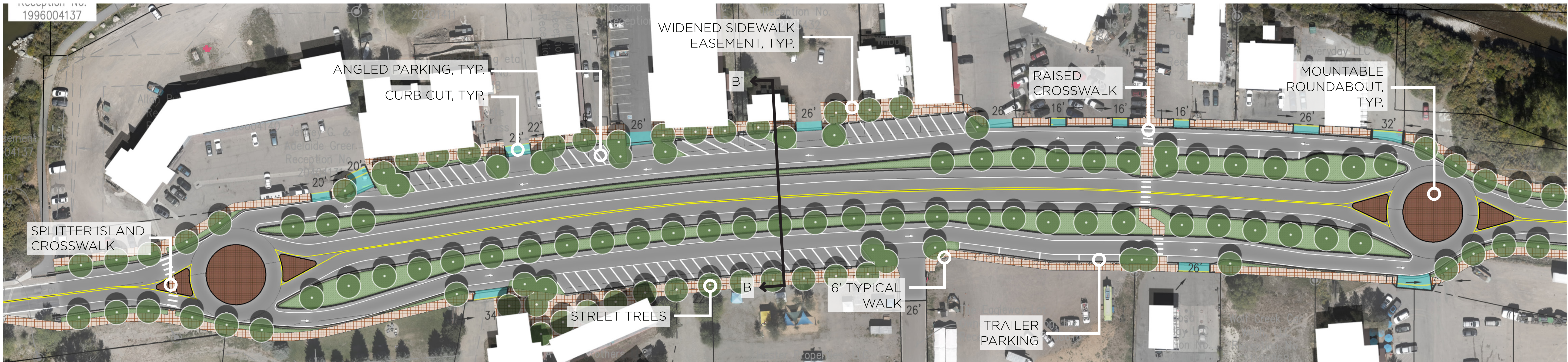
In **Concept A**, eight-foot wide parallel parking spaces are included along the north frontage road with space for a pedestrian zone that varies in width. The same scenario is possible on the south side, but a six-foot sidewalk is recommended with additional space potentially dedicated as part of future development and redevelopment.



CONCEPT B

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Concept B is primarily the same as Concept A, but with angled parking instead of parallel on the north frontage road. These angled parking spaces are approximately 19' deep, providing enough space for a typical sidewalk; however space for trees, benches, and other amenities would be limited. While angled parking is shown in this scenario for consistency with the north frontage road, parallel parking can also be leveraged on the south side, similar to what is shown in Concept A.



HWY 160/84 5-LEG ROUNDABOUT

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The following considerations were assessed for the Hwy 160/84 Intersection:

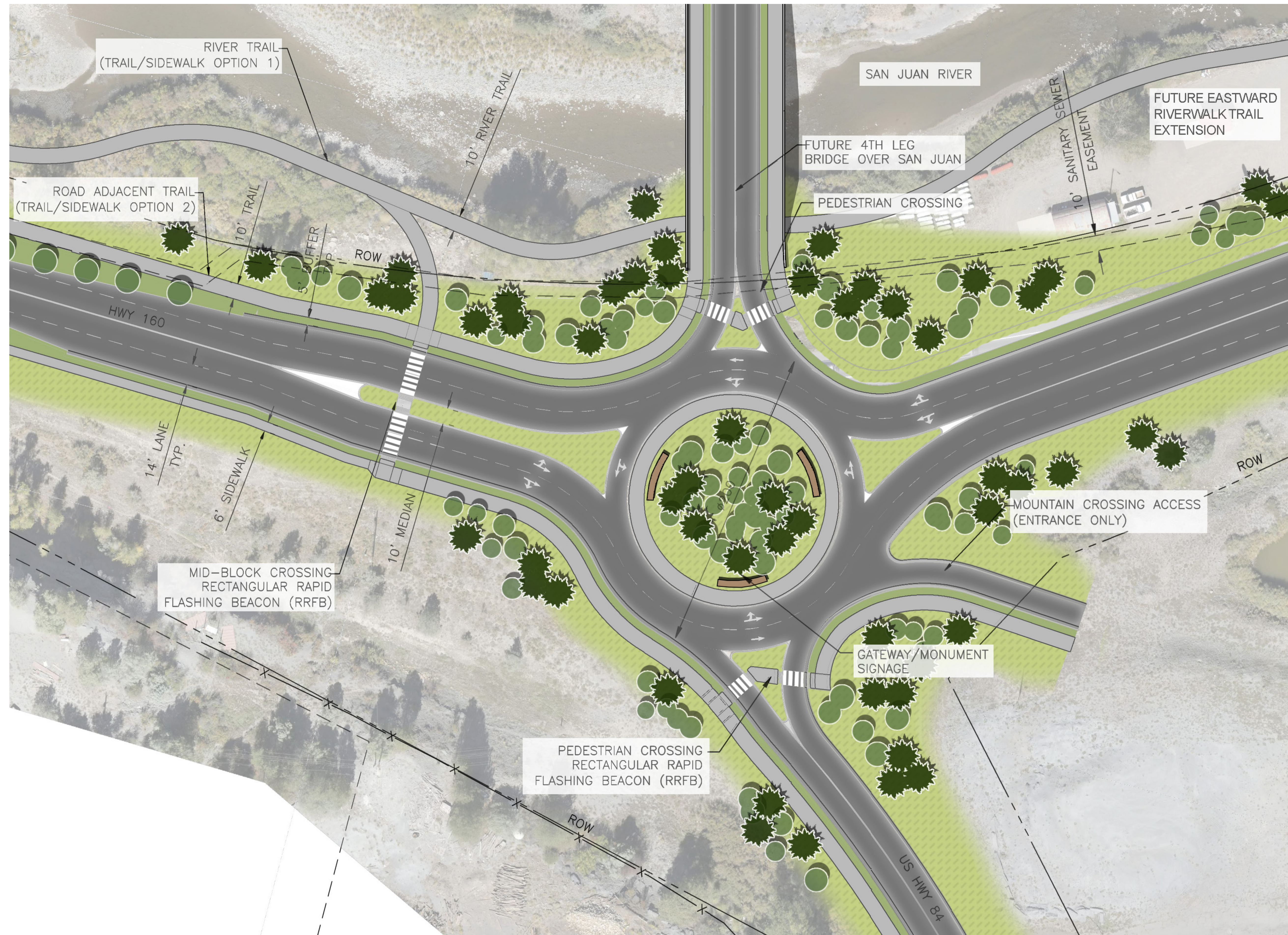
- Desire to reduce speeds coming into town
- Need for two lanes of traffic on Hwy 160 through roundabout due to highway intersection movements and flows
- Ability for roundabout to accommodate a future leg over the San Juan River
- Safe, well-marked pedestrian connectivity and trail access
- Entrance to Mountain Crossing Development

Roundabout design should also consider the following key opportunities:

- Underpass under Hwy 160 at midblock to eliminate pedestrian conflicts
- Trail going under future 4th leg bridge instead of across roundabout to eliminate any pedestrian conflicts
- Large amount of ROW through intersection for signage, planting, and gateway features

Design Criteria Assumptions

DESIGN COMPONENT	WIDTH	DESIGN REFERENCE
Lane	14 FT	NCHRP 672 6.5.2
Lane (Circulatory Roundabout)	14 FT	NCHRP 675 6.5.3
Curb + Gutter	2.5 FT	CDOT M-609-1
Curb + Gutter (Median)	1.5 FT	CDOT M-609-1
Median	10 FT	CDOT M-608-1
Buffer Zone	5 FT	Per Town of Pagosa Springs
Pedestrian Trail	10 FT	AASHTO Guide for the Development of Bicycle Facilities
Pedestrian Sidewalk	6 FT	Per Town of Pagosa Springs (5 foot minimum, Land Use and Development Code 6.6.5)









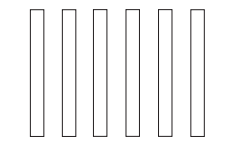



PRIORITY PROJECT OVERVIEW

Pagosa Springs East End Multimodal Plan



Legend

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Hiking Trail - Existing Reservoir Hill hiking trails

EAST END PRIORITY PROJECTS - 1

Pagosa Springs East End Multimodal Plan

Depending on funding availability, East End projects could be built collectively or individually. Your input on which projects are a priority to you helps create our implementation strategy, and guides how and where resources are focused first. Please place your dots on the projects you feel are the most important.

#	PROJECT NAME	WHAT IS THIS PROJECT?	WHY IS THIS PROJECT IMPORTANT/WHAT IS THE DESIRED OUTCOME?	TOP PRIORITY?
BIKE/PEDESTRIAN CIRCULATION + TRANSIT				
1	Pedestrian Bridge	Build a pedestrian bridge connecting the Museum to the East End, and connecting to the newly-extended Riverwalk	A pedestrian bridge would provide a much safer and more comfortable space to cross the river than the Hwy 160 bridge provides	
2	Riverwalk Extension under Hwy 160 Bridge	Extend Riverwalk under the east side of the Hwy 160 bridge	Extending the Riverwalk under the Hwy 160 bridge will expand recreation access on the East End and connect to another trail branch (the next project in the list)	
3	Trail from Riverwalk to Reservoir Hill Trailhead	Paved trail connecting the extended Riverwalk along Reservoir Hill to the Reservoir Hill Trailhead	Extending the Riverwalk trail into the East End will provide a connection to the Reservoir Hill Trailhead and a way to move through the East End without being close to the highway	
4	Sidewalks through Commercial Area of the East End	Working with property / business owners, potential easement and additional trade-offs will be needed to build a sidewalk along both frontage roads	Adding sidewalks along both frontage roads will allow for safe pedestrian accesses to businesses and recreation sites throughout the East End	
5	Riverwalk Extension to the East	Extend Riverwalk east to the Hwy 160/84 intersection	With new development coming in east of the East End, extending the Riverwalk will connect that area to the rest of Pagosa Springs	
6	Western Crosswalk	Striped crosswalk with RRFBs + warning signage	Adding clear striping, signage, and RRFBs will make this existing crosswalk much more visible and safe	
7	Central Crosswalk	Striped crosswalk with RRFBs + warning signage	Adding a central crosswalk will allow individuals to park on either side of Hwy 160 and cross back and forth to access various businesses	
8	Hwy 160/84 Crosswalks	Striped crosswalk with RRFBs + warning signage	With new development to the east, crosswalks as part of this roundabout will make the rest of Pagosa Springs accessible by foot or bike	
9	Sidewalks Extending East to Hwy 160/84	Sidewalk built on the south side of Hwy 160 that extends across the entire East End	With new development coming in east of the East End, extending sidewalks east will connect that area to the rest of Pagosa Springs	
10	Formal Transit Stops	Two formal transit stops, including seating, shelters, and signage, added	Formalizing transit stops will make these services a more clear option, and will make the service more accessible and attractive	
RECREATION + CIVIC IMPROVEMENTS				
11	Plaza Space by Proposed Bridge	Add a plaza/gateway space that serves as the entrance to the proposed pedestrian bridge, and that can be used for events	If a pedestrian bridge is added across the river, a clear gateway access point will help draw people to it	
12	Fill West Pond for Additional Park Space/Boat Ramp	Fill the already silted pond to add additional natural recreation space and a boat ramp area	The pond in it's current state is not well used and silts each year. Filling the pond and adding back natural park space will make the area more functional, and can also provide a boat ramp which was indicated as a need in the area	

EAST END PRIORITY PROJECTS - 2

Pagosa Springs East End Multimodal Plan

#	PROJECT NAME	WHAT IS THIS PROJECT?	WHY IS THIS PROJECT IMPORTANT/WHAT IS THE DESIRED OUTCOME?	TOP PRIORITY?
RECREATION + CIVIC IMPROVEMENTS (CONTINUED)				
13	Tubing Access in River Center Park	Add signage, a ramp, and drop-off area for tubers	Clear access and drop-off areas for tubers will keep tubers in public areas instead of launching from private property	
14	Tubing Access behind Riff Raff on the Rio	Add signage, a ramp, and drop-off area for tubers	Clear access and drop-off areas for tubers will keep tubers in public areas instead of launching from private property	
15	Formalized Farmers Market Structure/Ice Rink	Build a shelter that serves multiple purposes: a farmers/makers market shelter in the warmer months, and an ice rink in the colder months	Creating a formalized space for markets can help make events larger and more consistent	
VEHICULAR CIRCULATION				
16	One-way Frontage Roads	Convert both frontage roads to one-way traffic	Converting frontage roads to one-way will reclaim space for public parking; this configuration will also encourage slower traffic on the frontage roads, and will connect in to two roundabouts (detailed below) to allow for safe entrances and exits onto and off the highway	
17	Roundabouts to Enter/Exit Frontage Roads	Mountable roundabouts added at the entrance/exit to each frontage road	Roundabouts will facilitate safe, steady traffic flow	
18	Hwy 160/84 Roundabout	Roundabout added at the Hwy 160/84 intersection to accommodate flow of traffic between 160 and 84.	Roundabout will facilitate safe, steady traffic flow; This option will minimize traffic backups and spread traffic out evenly as it enters the East End	
PARKING IMPROVEMENTS				
19	Public Parking along Frontage Roads	Public parallel parking or angled parking added along each frontage road	Added public parking spaces using some space from the frontage roads that previously wasn't being used	
20	Add Truck/Trailer Parking	Truck/Trailer parking added in several areas to accommodate a variety of vehicle sizes	A variety of vehicles need to be accommodated in the East End in order to make it accessible to everyone	
21	East End Shared Parking	A shared parking strategy created among businesses that may require the acquisition of land for additional parking in the East End. Location to be determined.	With projected growth in Pagosa Springs and a current challenge with limited parking spaces, a shared parking strategy will allow for more access to the East End	
22	Clear access for vehicles to access City-owned Parking behind Rivercenter	Enhanced signage and clear indication where to access parking behind the Rivercenter	Current public parking for Rivercenter Park exists behind the Rivercenter, but it is not clear where it is, and is not easily accessible	



Illustrative concept of the parking area behind the Rivercenter Building. This concept connects the Riverwalk trail with a pedestrian area alongside the East End Businesses. Additional plants, seating areas, and marked parking stalls make this area attractive and welcoming.



Illustrative concept of the north frontage road. This concept shows the road converted to one-way with on-street public parking and a wide pedestrian space to allow people to walk between businesses. Trees, signage, seating, and other street furniture improve the look and experience on the East End.