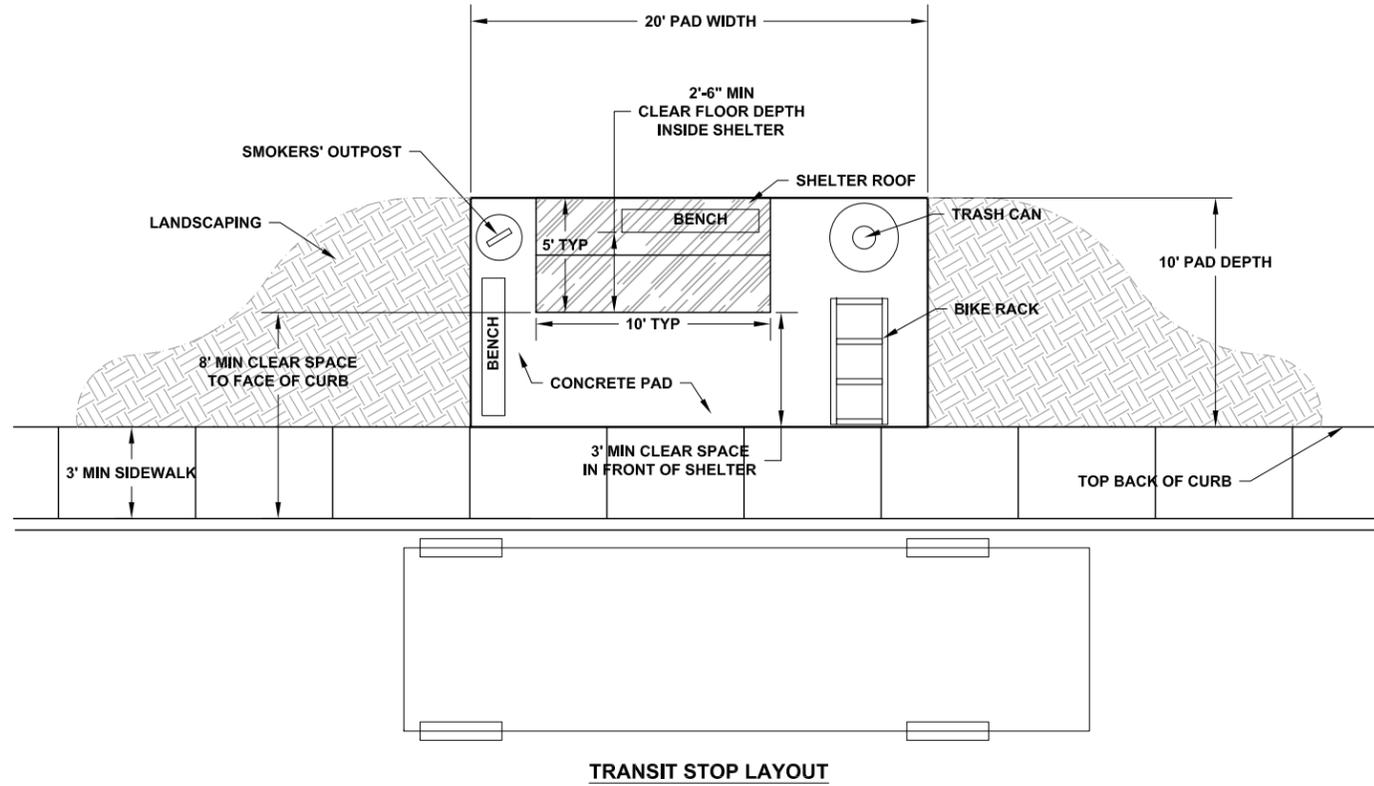


Appendix A

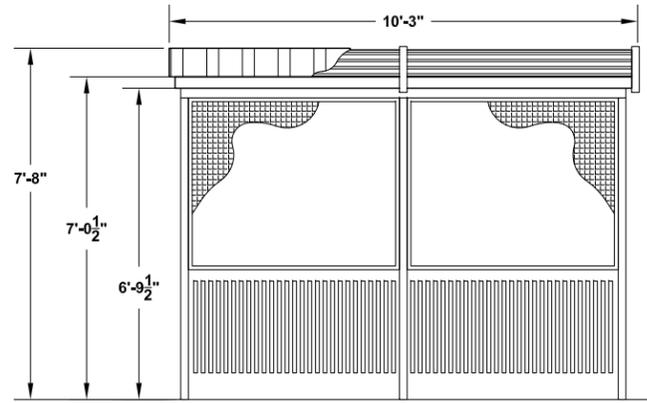
Cross Sections and Typical Details

Transit Stop Details
Typical Road Sections (Arterials, Collectors, Local Roads)
Shared Use (Multi-Use) Path
Bike Boxes and Bike Parking

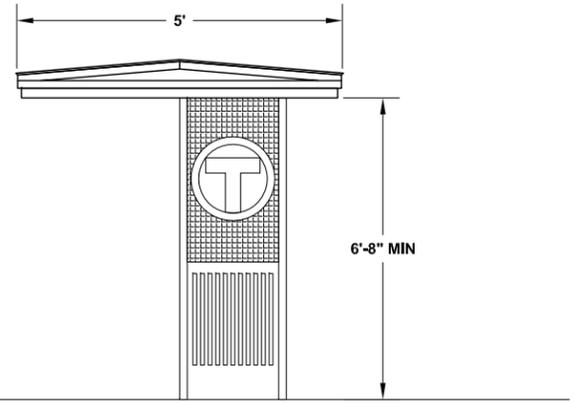


GENERAL NOTES:

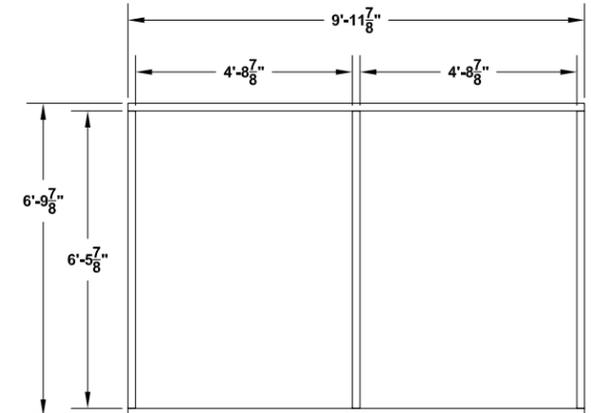
1. TRANSIT STOP FEATURES SHALL UTILIZE DURABLE, STRUCTURALLY SOUND MATERIALS WHICH ARE RESISTANT OUTDOOR EXPOSURE, FIRE, GRAFFITI, CUTTING, AND OTHER VANDALISM.
2. TRANSIT STOP FEATURES SHALL BE ANCHORED TO PREVENT THEFT OR OTHER UNAUTHORIZED MOVEMENT.
3. BENCHES SHALL BE PLACED FACING THE STREET, A MINIMUM OF 6' FROM THE FACE OF CURB TO ALLOW FOR PEDESTRIAN FLOW PAST TRANSIT STOPS.
4. WHERE FEASIBLE, TRANSIT STOPS SHALL BE LOCATED IN AN AREA LIT BY EXISTING STREET LIGHTS. AT TRANSIT STOPS WHERE ADDITIONAL LIGHTING IS REQUIRED, NEW LIGHTS SHALL COMPLY WITH CITY OF DURANGO ORNAMENTAL STREET LIGHT STANDARDS.



TRANSIT STOP SHELTER REAR ELEVATION



TRANSIT STOP SHELTER SIDE ELEVATION



TRANSIT STOP SHELTER REAR WALL FRAME PLAN

REVISIONS:

**CITY OF DURANGO
MULTIMODAL TRANSPORTATION PLAN
TRANSIT STOP DETAILS**

Russell Planning & Engineering, Inc.
Civil Engineering Services
934 Main Avenue, Unit C
Durango, Colorado 81301
Phone: (970) 385-4546
Fax: (970) 385-4502



Drawn: KF
Drafted: TM
Checked: SW

Date of Submittal
05/14/2012

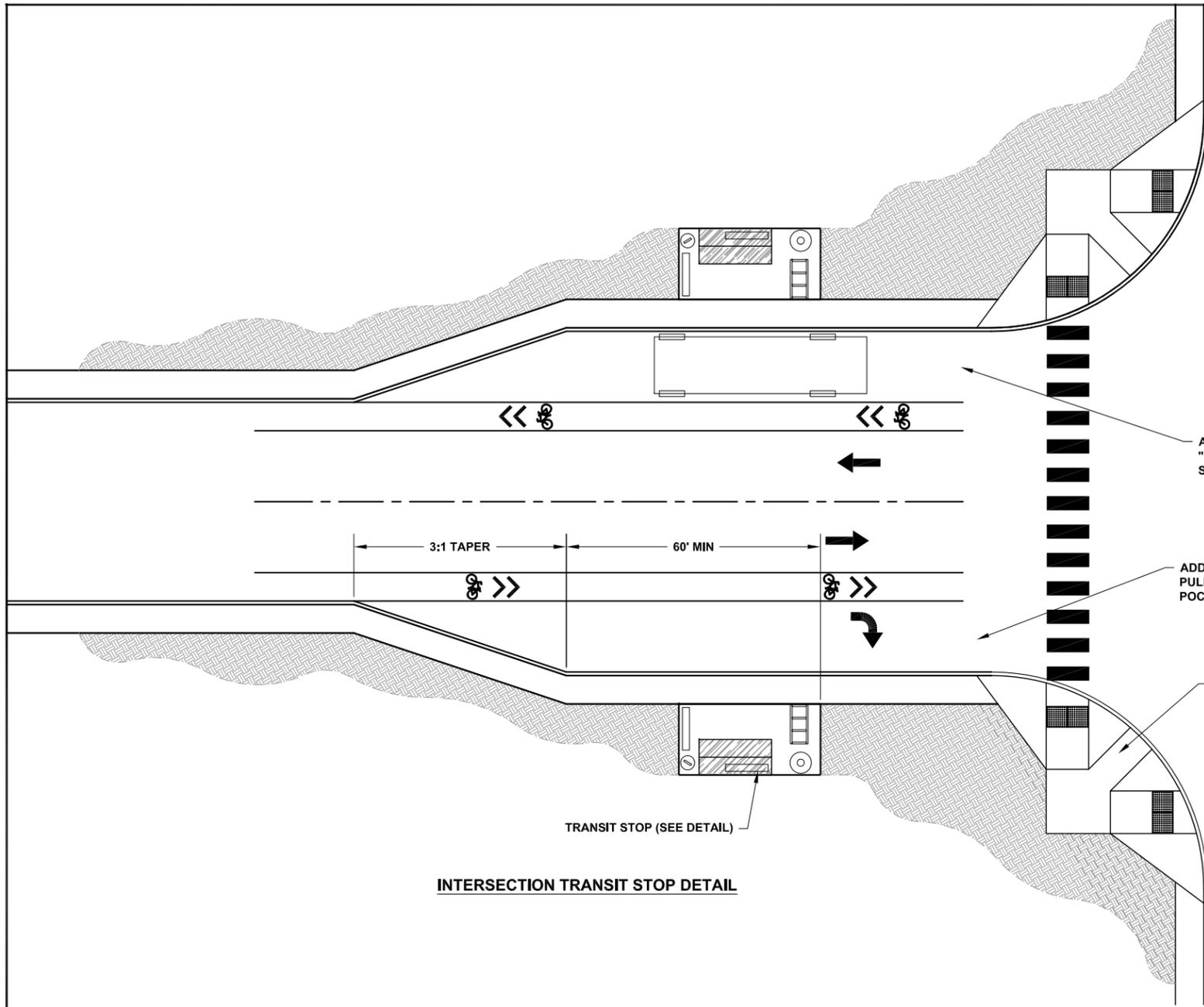
1 OF 2

D-1

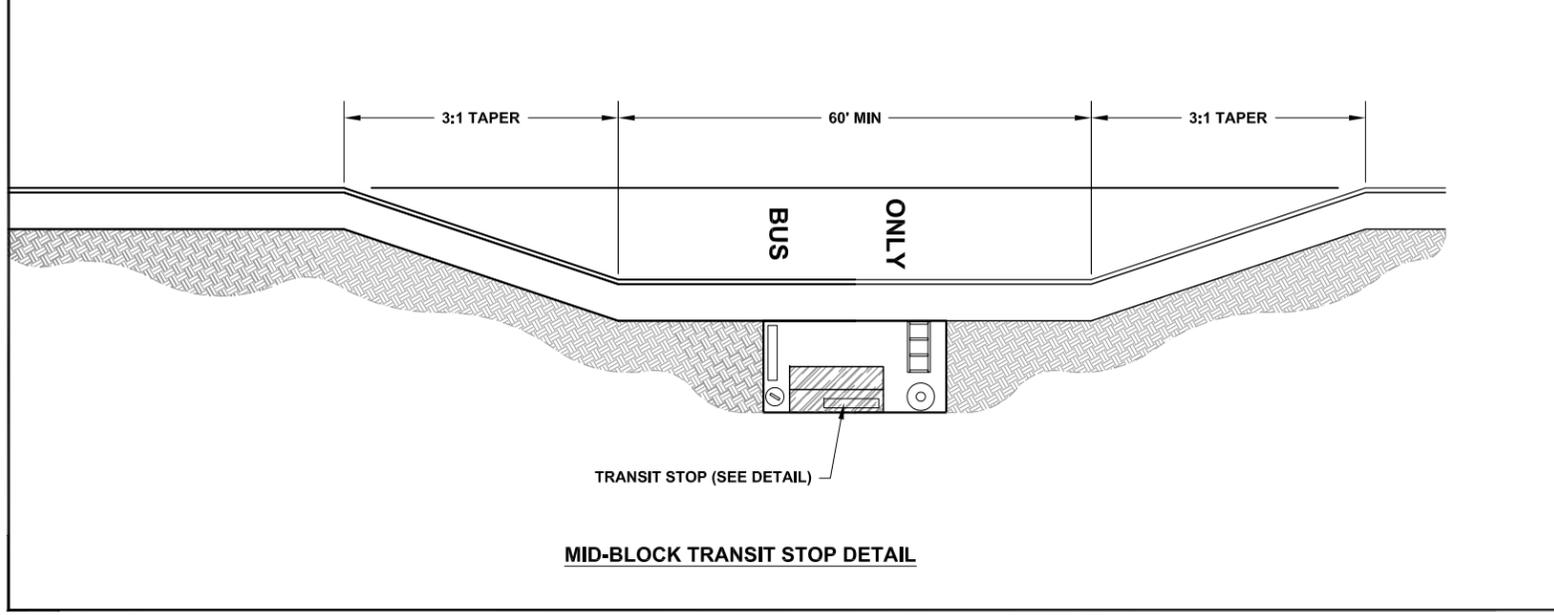
EXHIBIT

CALL UNCC
TWO WORKING DAYS
BEFORE YOU DIG
1-800-922-1987
UTILITY NOTIFICATION
CENTER OF COLORADO





INTERSECTION TRANSIT STOP DETAIL



MID-BLOCK TRANSIT STOP DETAIL

ADDITIONAL LANE WIDTH FOR "BUS ONLY" PULLOUT. STRIPE LANE AS APPROPRIATE

ADDITIONAL LANE WIDTH CAN BE USED AS "BUS ONLY" PULL-OUT OR AS BUS PULL-OUT AND RIGHT-TURN POCKET. STRIPE LANE AS APPROPRIATE.

ADA COMPLIANT SIDEWALK CORNER RAMPS

CALL UNCC
TWO WORKING DAYS
BEFORE YOU DIG
1-800-922-1987
UTILITY NOTIFICATION
CENTER OF COLORADO

REVISIONS:

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MULTIMODAL TRANSPORTATION PLAN
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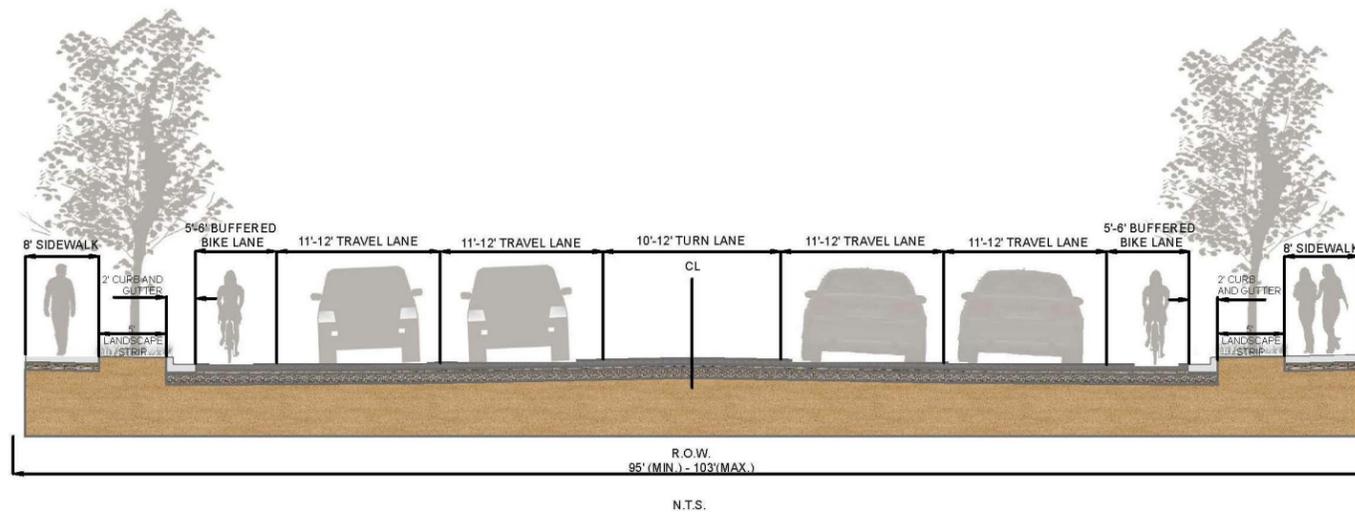
Date of Submittal
05/14/2012

2 OF 2

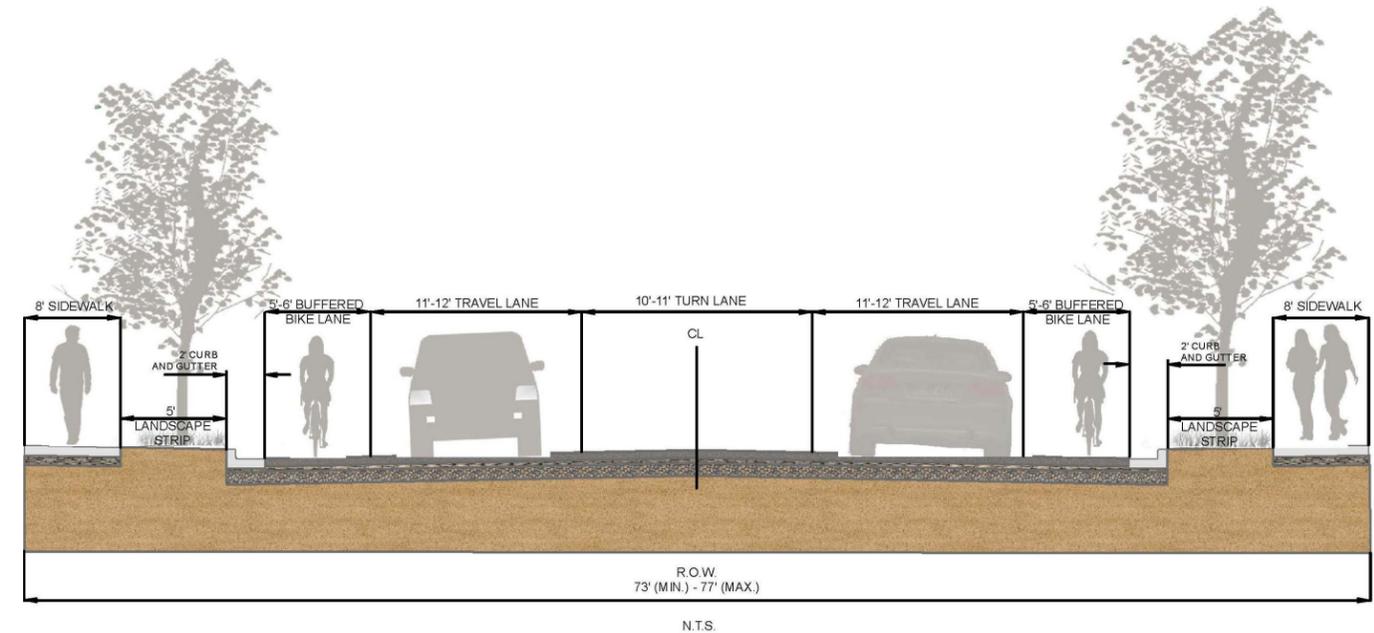
D-2

EXHIBIT

Arterial - Major



Arterial – Minor



Definition: A Major Arterial is classified as a high capacity urban roadway. The primary function is to convey large volumes of traffic as efficiently as possible. Limiting access to Major Arterials is preferential, but often difficult due to high densities of existing commercial properties located in close proximity to Arterials.

Locations: The City of Durango has identified Major Arterials within the City’s Street Map Index. Streets included as Major Arterials per the map include US 160, Camino Del Rio, E 15th Street, and Florida Road.

Features: Major Arterials include 4 through lanes and 1 center turn lane, with buffered bike lanes, a landscape strip and sidewalk. Parking is not recommended on Major Arterials.

Variations: This design could potentially be modified to accommodate different traffic volumes and characteristics. The center turn lane may be removed, additional through lanes removed, and the sidewalks can be consolidated into a shared use path on one side of the road. Lane diets to shrink the through lanes from 11’ to 10’ may also be considered.

Definition: A Minor Arterial is classified as a high capacity urban roadway. The primary function is to convey large volumes of traffic as efficiently as possible. Limiting access to Minor Arterials is preferential, but often difficult due to high densities of existing commercial properties located in close proximity to Arterials.¹

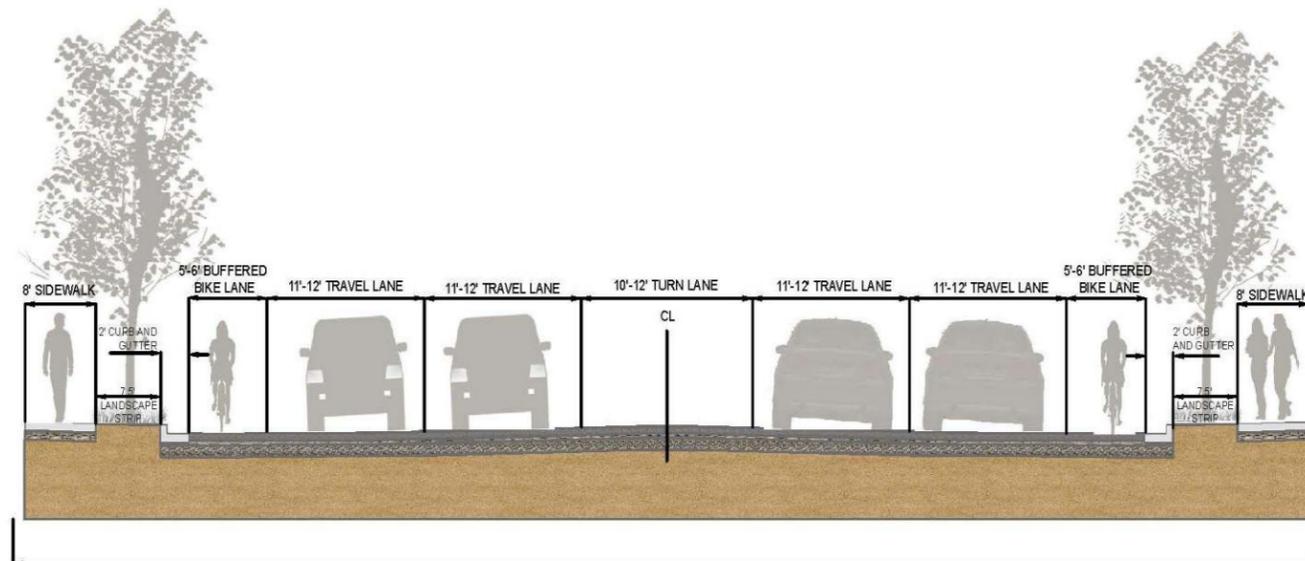
Locations: The City of Durango has identified Minor Arterials within the City’s Street Map Index. Streets included as Minor Arterials per the map include Three Springs Blvd, River Road, Highway 3, E 8th Ave, E College Dr, E 3rd Ave. Main Ave. Goeglein Gulch Drive, Jenkins Ranch Rd. E 32nd St, CR 250, and CR 251.

Features: Minor Arterials include 2 through lanes and 1 center turn lane, with buffered bike lanes, a landscape strip and sidewalk.

Variations: This design could potentially be modified to accommodate different traffic volumes and characteristics. The center turn lane may be removed, and the sidewalks can be consolidated into a 10’ shared use path on one side of the road. Lane diets to shrink the through lanes from 11’ to 10’ may also be considered.

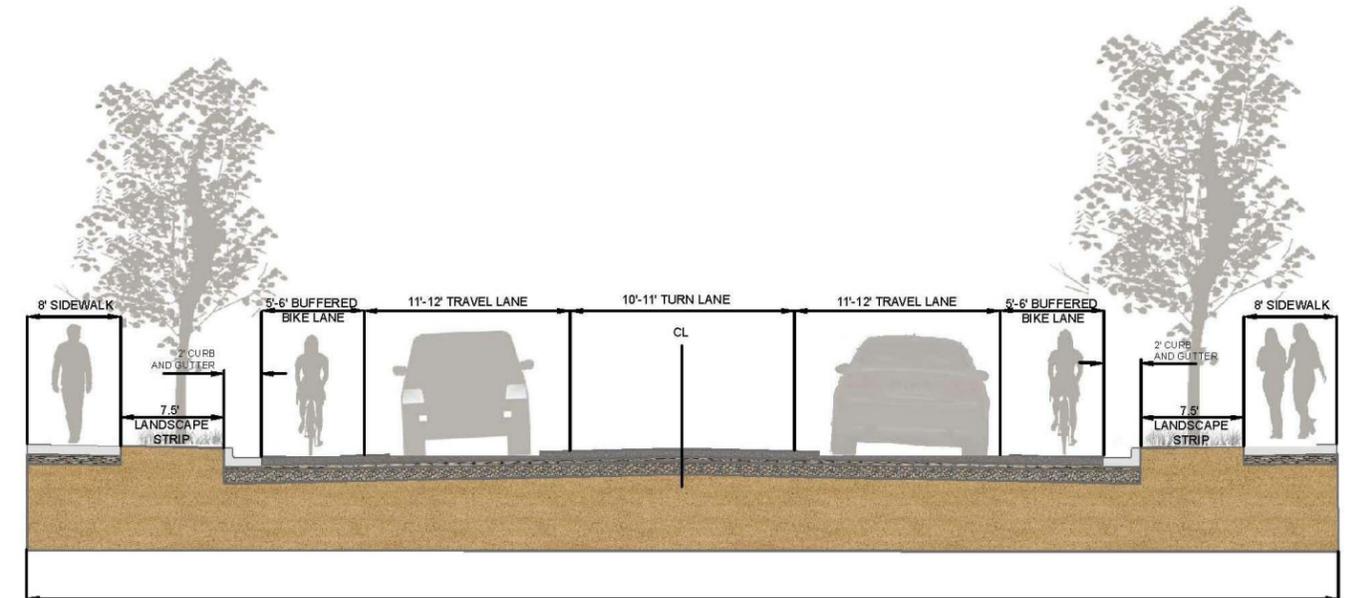
¹ Major and Minor Arterials are essentially defined in the same way. For City of Durango purposes the Major Arterials are primarily roads that connect to the State and County roadway systems and route that traffic through the City Limits.

Arterial - Major



N.T.S.

Arterial – Minor



N.T.S.

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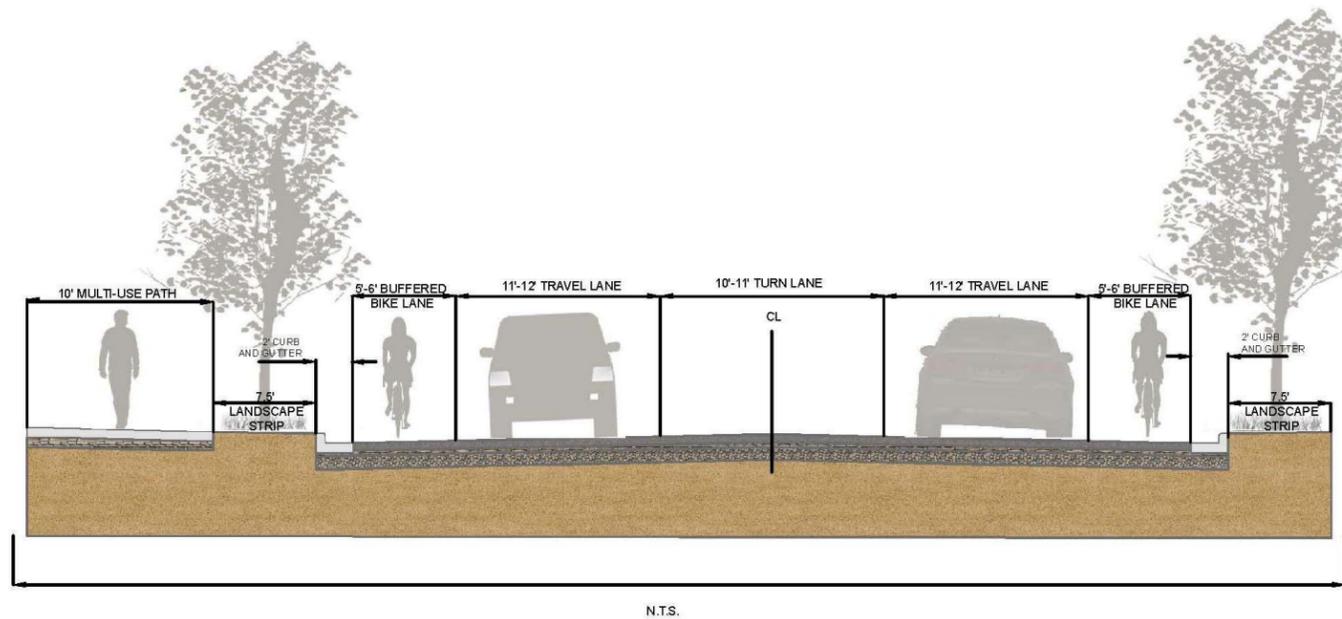
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Features: Minor Arterials include 2 through lanes and 1 center turn lane, with buffered bike lanes, a landscape strip and sidewalk.

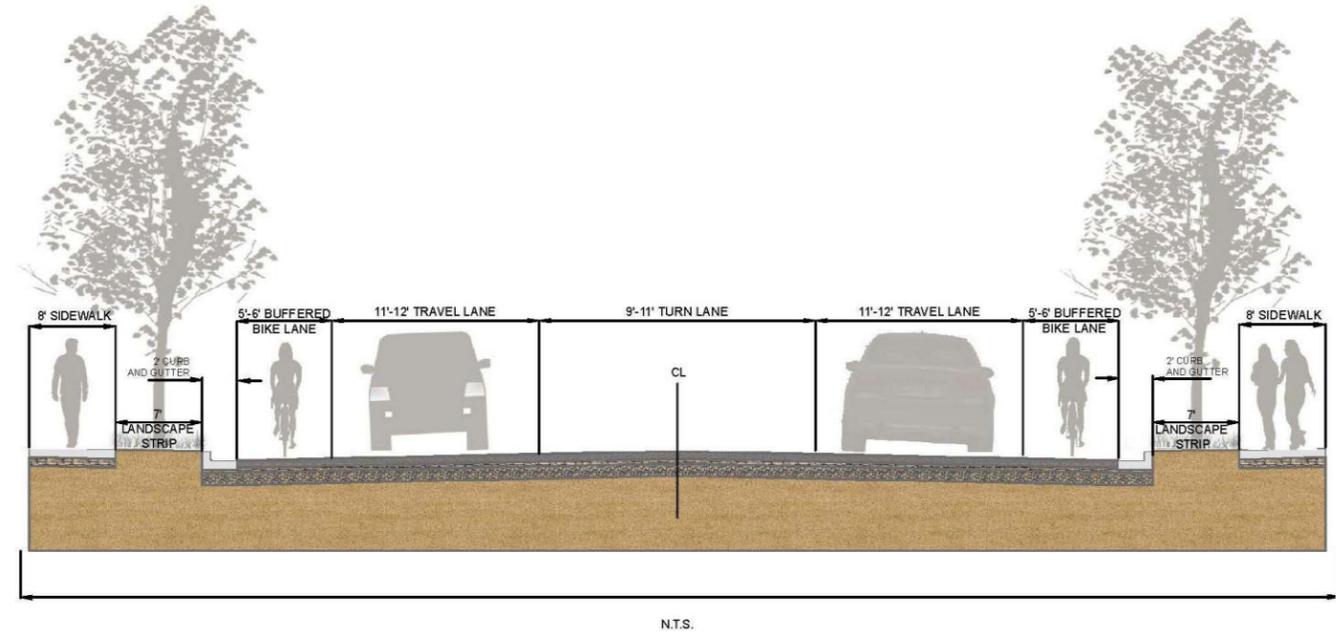
Variations: This design could potentially be modified to accommodate different traffic volumes and characteristics. The center turn lane may be removed, and the sidewalks can be consolidated into a 10’ shared use path on one side of the road. Lane diets to shrink the through lanes from 11’ to 10’ may also be considered.

¹ Major and Minor Arterials are essentially defined in the same way. For City of Durango purposes the Major Arterials are primarily roads that connect to the State and County roadway systems and route that traffic through the City Limits.

Arterial – Minor (Multi-Use Path Alternative)



Collector (No Parking)



Definition: A Minor Arterial is classified as a high capacity urban roadway. The primary function is to convey large volumes of traffic as efficiently as possible. Limiting access to Minor Arterials is preferential, but often difficult due to high densities of existing commercial properties located in close proximity to Arterials.

Locations: The City of Durango has identified Minor Arterials within the City’s Street Map Index. Streets included as Minor Arterials per the map include Three Springs Blvd, River Road, Highway 3, E 8th Ave, E College Dr, E 3rd Ave, Main Ave, Goeglein Gulch Drive, Jenkins Ranch Rd, E 32nd St, CR 250, and CR 251.

Features: Minor Arterials (Multi-Use Path Alternative) include 2 through lanes and 1 center turn lane, with buffered bike lanes, a landscape strip and a 10’ shared use path.

Variations: This design could potentially be modified to accommodate different traffic volumes and characteristics. The center turn lane may be removed.² Lane diets to shrink the through lanes from 11’ to 10’ may also be considered.

Definition: A Collector is classified as a low to moderate capacity urban roadway. The primary function is to convey traffic from Local Streets to Arterials. Collectors provide a balance of accessibility (access points) and mobility (speed) and are a key component to urban transportation systems.

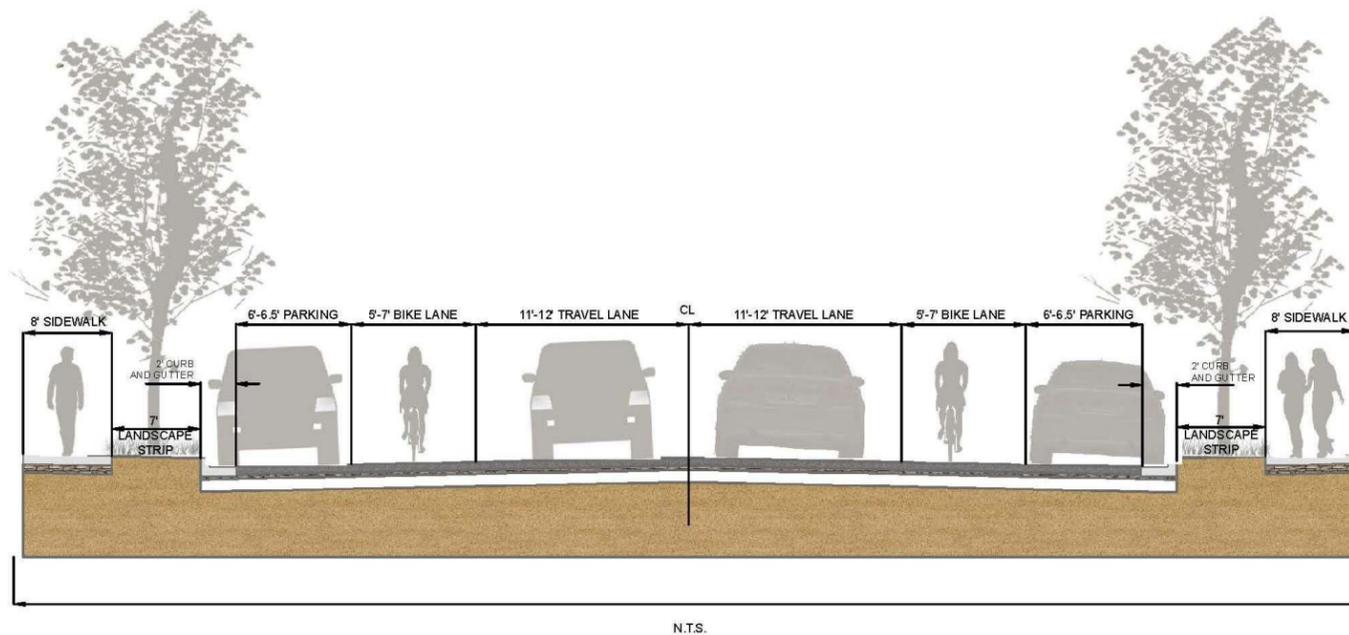
Locations: The City of Durango has identified Collectors within the City’s Street Map Index. Streets included as Collectors per the map include Wilson Gulch Dr, Escalante Ave, La Posta Rd, Trans Lux Dr, Sawyer Dr, CR 211, 8th St, 9th St, Fort Lewis Dr, E 8th Ave, Roosa Ave, Park Ave, El Paso St, Forest Ave, W 2nd Ave, Riverview Dr, Montview Pkwy, W 22nd St, W 23rd St, Arroyo Dr, W 25th St, Clovis Dr, Junction St, E 29th St, N College Dr, Holly Ave, and Animas View Dr.

Features: Collectors (No Parking) include 2 through lanes and 1 center turn lane, with buffered bike lanes, a landscape strip and sidewalk.

Variations: This design could potentially be modified to accommodate different traffic volumes and characteristics. The center turn lane may be removed. Lane diets to shrink the through lanes from 11’ to 10’ may also be considered.

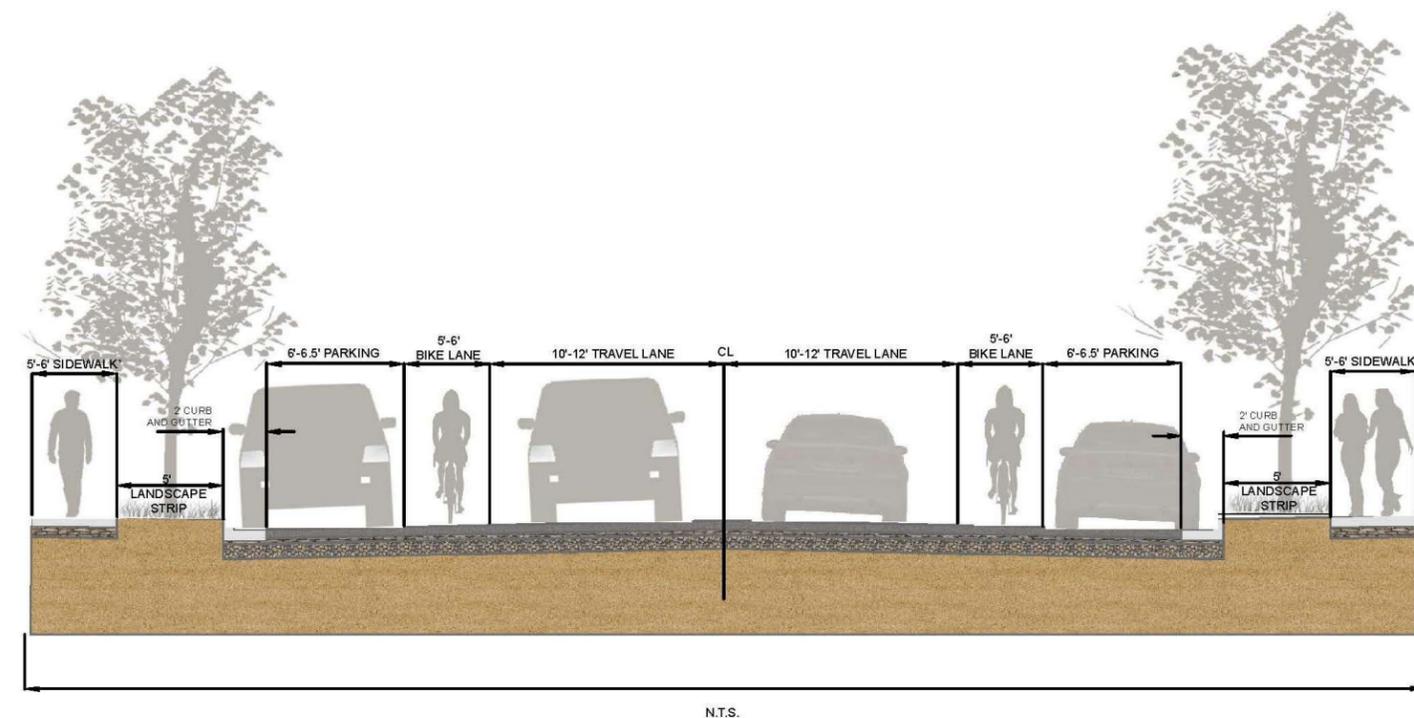
² It should be noted that adding additional through lanes would yield a Major Arterial (Multi-Use Path Alternative).

Collector (Parking)



- Definition:** A Collector is classified as a low to moderate capacity urban roadway. The primary function is to convey traffic from Local Streets to Arterials. Collectors provide a balance of accessibility (access points) and mobility (speed) and are a key component to urban transportation systems.
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- Features:** Collectors (Parking) include 2 through lanes, buffered bike lanes, on street parallel parking stalls, a landscape strip and sidewalk.
- Variations:** This design could potentially be modified to accommodate different traffic volumes and characteristics. Lane diets to shrink the through lanes from 11’ to 10’ may also be considered.

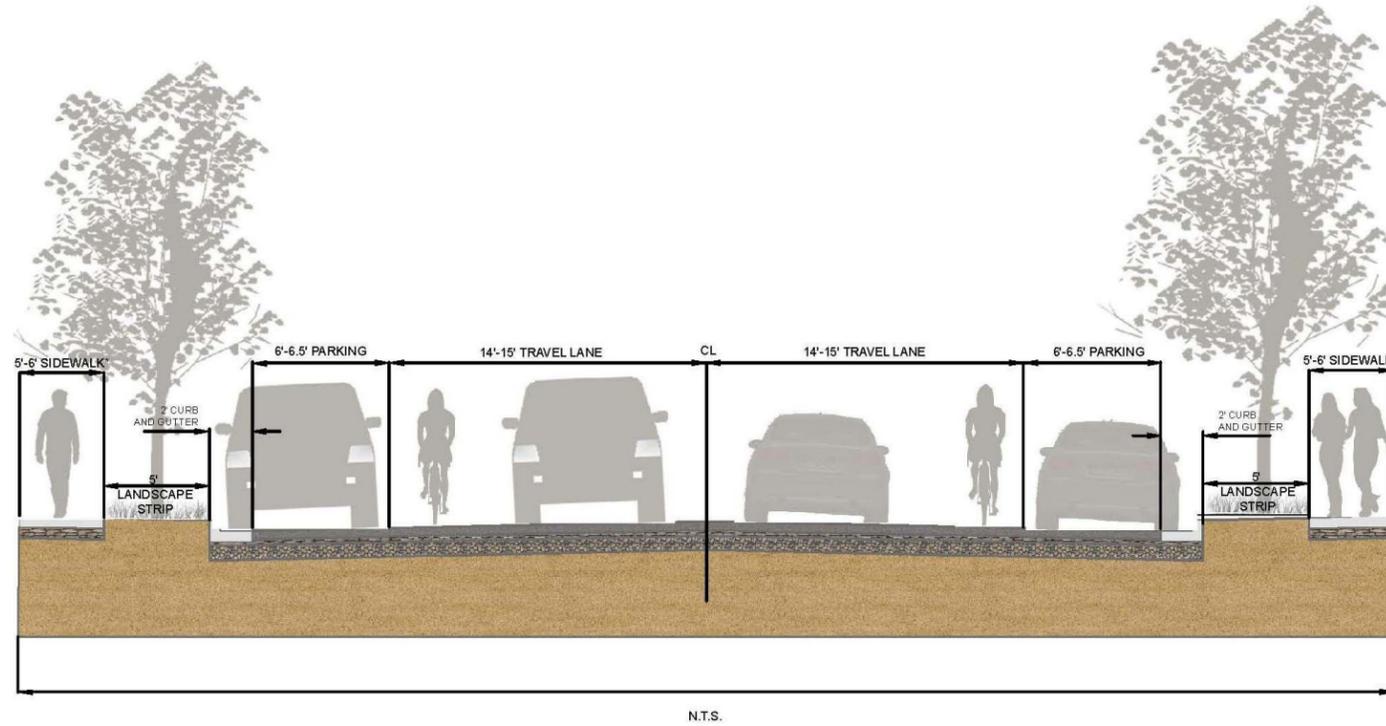
Local Street (Bike Lane)



- Definition:** A Local Street is classified as a low capacity urban roadway. The primary function is to provide direct access to the residential, commercial, industrial and government properties. Local Streets provide are low speed highly accessible roads where a majority of trips originate and terminate.
- Locations:** The City of Durango has identified Local within the City’s Street Map Index. All Streets not defined as an Arterial or Collector are considered Local.
- Features:** Local Streets (Bike Lane) include 2 through lanes, bike lanes, on street parallel parking stalls, a landscape strip and sidewalk.
- Variations:** This design could potentially be modified in **School Zones** to 10’ travel lanes with 6’ bike lanes and 6’ sidewalks.

* 6’ sidewalks should be used for non-residential local streets and along all designated Safe Routes to School.

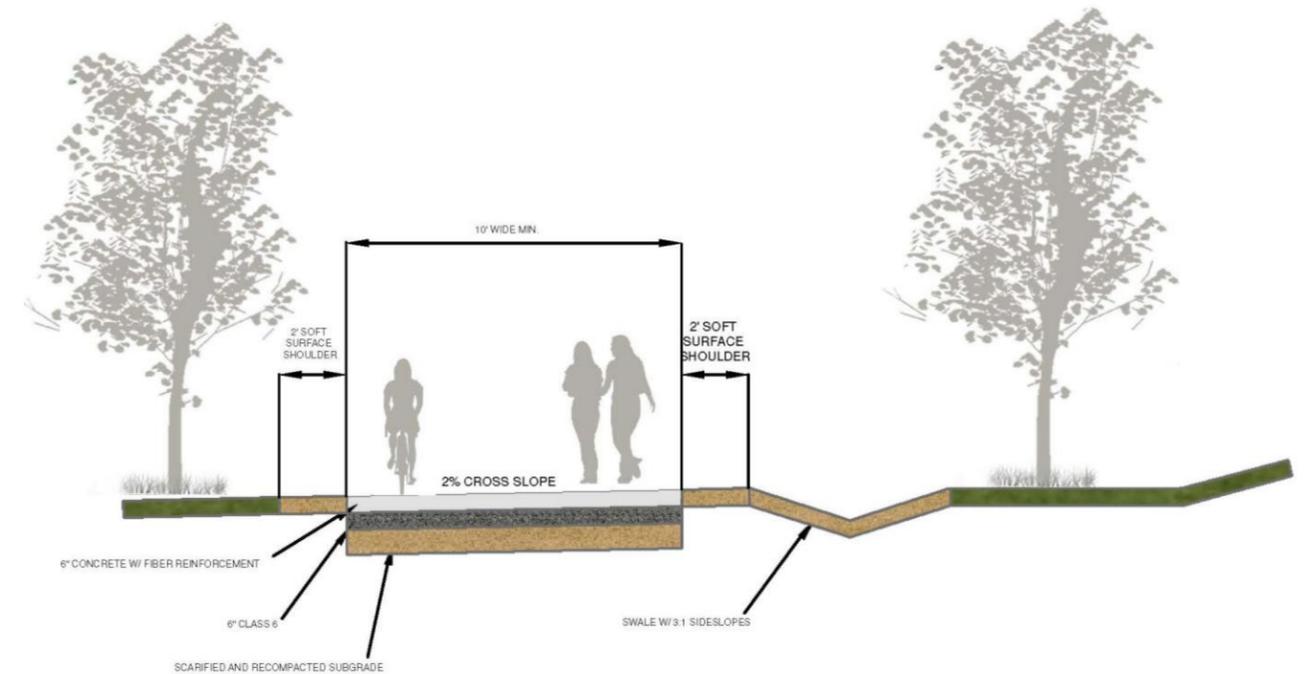
Local Street (Bike Route or Sharrow)



- Definition:** A Local Street is classified as a low capacity urban roadway. The primary function is to provide direct access to the residential, commercial, industrial and government properties. Local Streets provide are low speed highly accessible roads where a majority of trips originate and terminate.
- Locations:** The City of Durango has identified Local within the City’s Street Map Index. All Streets not defined as an Arterial or Collector are considered Local.
- Features:** Local Streets (Bike Route or Sharrow) will have 2 through shared lanes, on street parallel parking stalls, a landscape strip and sidewalk. The expanded shared travel lanes will allow vehicles and bikers to utilize the same space within the roadway due to the low volume of the roads.
- Variations:** Along Safe Route to School designated locations, Local Street (Bike Lane) with designated bike lanes and 6’ sidewalks is preferable.

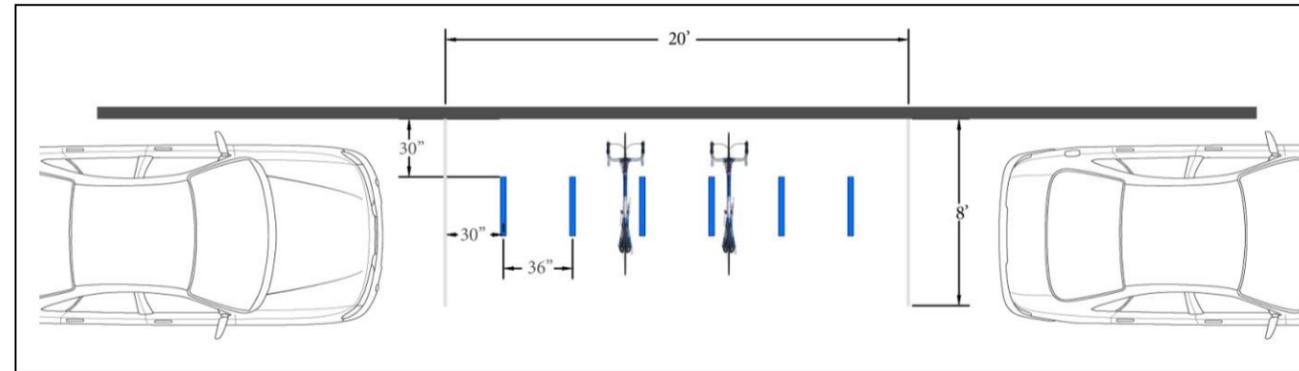
* 6’ sidewalks should be used for non-residential local streets and along all designated Safe Routes to School.

Shared Use Path (Multi-Use Path)



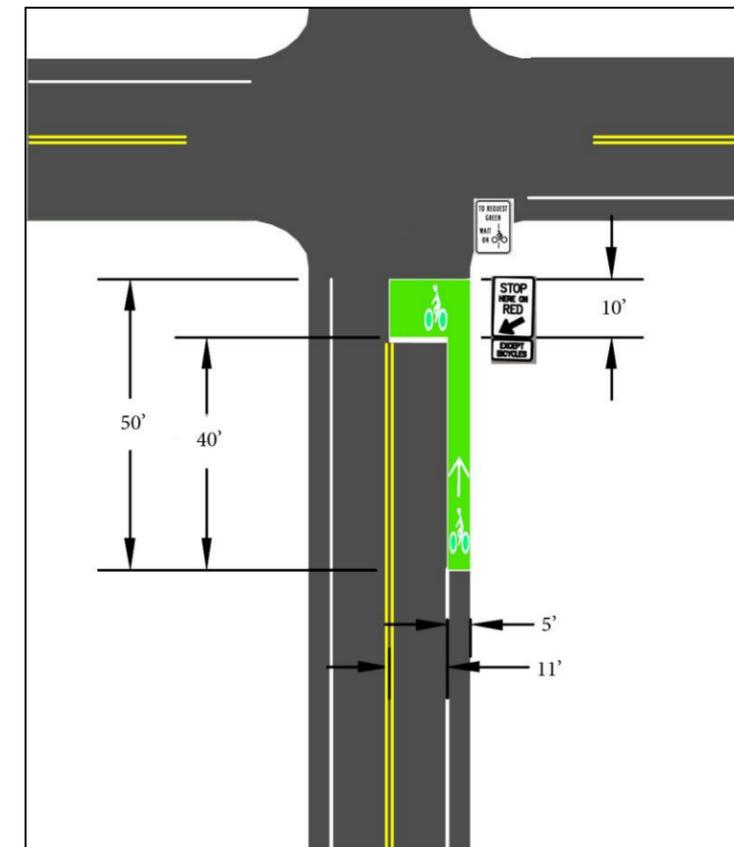
- Definition:** A Shared Use path is a paved pedestrian and bicycle facility that is typically 10 to 12 feet wide. The path can be adjacent to roadways, along rivers, or in other right-of-ways. When adjacent to a roadway, it is only provide on one side.
- Locations:** The path can be adjacent to roadways, along rivers, or in other right-of-ways. The Shared Use Path can be used along roadways as an alternative to providing sidewalk on both sides of the road.
- Features:** The Shared Use path is 10-ft to 12-ft wide with 2-ft soft surface shoulders on both sides. The trail shall meet guidelines provided by the Guide for Development of Bicycle Facilities by AASHTO, utilizing a design speed of 25 mph. Grades greater than 5% are undesirable.

On-Street Bike Parking



- Definition:** On-Street bike parking provides premium bike parking locations without consuming sidewalk space in front of a business. This example eliminates 1 parallel on-street vehicle parking space and allows for parking of 12 bicycles.
- Locations:** This configuration is best applied in downtown business districts on local or collector streets with on-street parking.
- Features:** The bike parking includes the metal bike parking structure. Buffer delineators and signage are optional additional features.

Bike Box



- Definition:** A bike box is a colored lane marking treatment that allows the cyclist to stop in front of stopped vehicles at an intersection.
- Locations:** Intersections with through, left turn, and/or right turn lanes. The bike box is typically located in the lane with the through movement.
- Features:** The bike boxes include colored lane marking, bicycle symbol markings, and can include signage to indicate that vehicles should yield to bikes. Signage and striping shall be per MUTCD design standards.