

RIDGWAY COMPREHENSIVE PLAN
TRANSPORTATION ELEMENT

Town of Ridgway
February 10, 2007

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I. INTRODUCTION

A. Vision Statement

This component of the Town of Ridgway Comprehensive Plan will assist the Town in keeping its “small town” character while planning for future transportation needs by creating a comprehensive transportation system based upon mobility, safety, efficient traffic flow, relationship with trails, and integration of multi-modal transportation infrastructure. The transportation system must be aligned with Town values, including the historic nature of Town and the importance of alternative forms of transportation such as walking and biking.

B. History of Transportation Planning in Ridgway – related Transportation Documents

Ridgway as a Rail Town

Ridgway had its start as a rail town, providing the depot for rail running from the Uncompahgre Valley to Durango, Colorado. The Rio Grande Southern Railroad was incorporated in 1889. The incorporators had envisioned a large depot city with plans to construct a street railway system to transport the Ridgway citizens around the community.¹ While this did not materialize, the establishment of Ridgway as the headquarters for the Rio Grande Southern Railroad did occur, setting the stage for the development of the Town that followed.

Initial Streets of Ridgway

The initial layout of streets within the Town of Ridgway occurred after the signing of the Articles of Incorporation of the Ridgway Townsite Company in 1890. The incorporators² then set out to have the Town mapped and surveyed, and the original Ridgway street names were established. Many of the names of the original town streets related to names of family members, spouses, and the town founders themselves.³

Current Transportation

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 12.5 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. Projections from the State Demographers Office estimate this population to nearly double over the next 25 years.

1982 Comprehensive Plan

Transportation planning has been on the books in Ridgway for some time. In 1982, the Town's Comprehensive Plan incorporated three pages of text lent to the discussion of transportation in general. It is instructive to revisit the "policies" as identified in that document:

- 1) The town should protect its investment in streets, "clean-up" the appearance of the town, and provide safe transportation for its residents by improving drainage and maintenance of existing streets....
- 2) The town should pave certain existing streets in order to improve business, and to encourage travel on highly traveled, defined collector streets.
- 3) The town should encourage off-street parking for commercial and multi-unit residential areas....
- 4) The town should encourage development of alley-way or other pick-up and delivery areas not on major streets to increase safety and reduce traffic congestion.
- 5) Developers should be responsible for financial burdens of growth, including extensive street construction.
- 6) The town should encourage private / public mass transit to serve Ridgway in order to increase its ability to be a service and tourism center.
- 7) The town should encourage a bikeway system between Ridgway and the Dallas Dam reservoir in order to increase Ridgway's role as a tourist and service center.

The issues found to be important in 1982 have largely not changed over the years, with many accomplishments to show for it.⁴

Ridgway Trails Plan Draft, 1992

The draft trails plan identified several multi-use trails throughout the Ridgway community. The plan was not formally adopted, but some of the provisions within that plan are now incorporated into this Element.

Circulation Element Draft, 2000

Prepared by Town staff in 2000, this draft master plan element attempts to identify a number of mitigation measures to vehicular traffic in general, promoting such concepts as traffic calming devices, traffic circles and significant bicycle and pedestrian improvements. While portions of the draft plan offer good insight into overall traffic mitigation measures, the plan could be characterized as placing too much emphasis on non-vehicular modes and not enough emphasis on traffic efficiency and circulation. The plan was not presented to Town Council has not been adopted, but many provisions within the draft are incorporated herein.

Town of Ridgway Streetscape Plan, 2000

The draft is a product of an ad hoc committee that met over several months for the purpose of prioritizing sidewalk and streetscape designs. The draft accomplishes this task and further addresses issues relating to signage, traffic calming and traffic circulation. Many elements of the plan are incorporated within this Element. Some of the recommendations have been pursued.⁵

Town of Ridgway Streetscape Master Plan Report, 2006

In February, 2006, the Town identified the need to develop a master plan report specific to streetscape elements within the Historic Business District, in an overall effort to enhance the District and notably the pedestrian experience within the Ridgway core. A steering committee was appointed by the Town Council and the Town hired a team of outside architects and planners to oversee the process. After a rigorous schedule involving numerous public meetings and workshops, a final plan was produced in late summer of 2006, outlining proposed streetscape and pedestrian improvements within the historic core, traffic routing and circulation plans, and various sustainable design strategies to be pursued. In October, 2006, the Plan was formally approved and is now a master plan report that is incorporated and cross referenced within this Element. The completion and approval of the Ridgway Streetscape Master Plan Report fulfills the objectives of Goal IV, Policy 1 of this Transportation Element.

C. Regional Transportation Planning – Gunnison Valley TPR

In 1991, the Colorado Dept of Transportation (CDOT) initiated a process for transportation planning at the regional level. This was followed by legislative enactments including the framework for a stateside transportation plan and a statewide transportation improvement program (STIP). The STIP is a project document that essentially contains those projects within the Regional Transportation Plan that are slated for implementation within a six-year period. The STIP is updated every two years.

Both the Statewide Transportation Plan and Statewide Transportation Improvement Program are initiated and developed at the regional level. The Town of Ridgway is included within the Gunnison Valley Transportation Planning Region (GVTPR).⁶

The Town has been well represented at the GVTPR meetings, and through the years, has had considerable success in pursuing transportation projects through the STIP program, as well as through federally-funded programs also administered under the GVTPR process.⁷ In 2004, the Town was successful in having the widening of Highway 62 placed on the 2005-2010 STIP and Statewide 2030 Plan. It is possible that the project may be slated for funding and implementation within the next six years. Also included within previous and existing STIP documents is the Hwy 62 County Rd 5 intersection. The project has been subject to some reductions in appropriated funds and delay in scheduling. The Town has been lobbying diligently for these improvements, which will allow for some sidewalk access for school children to the elementary school on Amelia Street, and notably a safer highway crossing that what currently exists. Construction is currently slated for 2007.

The GVTPR meetings have also provided a forum for defining and prioritizing local projects to be funded through federal transportation dollars under the TEA21 program (“enhancement” funding). The Town has successfully received an award of \$294,000 in 2005 for construction of a pedestrian bridge across the river and parallel to Hwy 62 on the north side, and \$265,000 in 2006-2008 for extension of sidewalk from the bridge to and across the Hwy 62 and Hwy 550 intersection.

II. PURPOSES AND GOALS

GOAL I. To plan for and develop a transportation plan that safely and efficiently meets the needs of residents, businesses and visitors

POLICIES:

1. Identify appropriate routes and encourage use of direct vehicular access between major destination/activity areas.
2. Clearly identify and designate arterial, collector and local streets and establish appropriate standards and traffic speeds accordingly.
3. Work with CDOT to properly categorize State highways through the Town and establish safe speed limits accordingly.
4. Continue to work with CDOT and regional transportation planning authorities toward the eventual widening improvements to Highway 62 from Highway 550 to the western edge of Town. The Town should be an active participant in CDOT’s study of traffic growth and improvements. This may include attendance and participation at the Regional Transportation Planning Meetings and Statewide Transportation Advisory Committee meetings.
5. Identify specific road improvement projects and control measures, including striping, signalization needs, turn lanes, and transportation improvements which enhance traffic flow and minimize impacts on pedestrians.
6. Work cooperatively with the County to study the need and feasibility of additional roads to serve a wider area around the community and to determine other effective transportation improvements within the City’s area of influence.
7. Provide pedestrian and bicycle linkages between residential areas and public facilities and commercial areas.
8. Work with regional towns and counties to explore public transportation and intercept parking programs.

GOAL II. To identify and plan for key transportation areas and street corridors to efficiently manage future development and transportation concerns.

POLICIES:

1. Plan, design and construct transportation linkages in the following key areas in a manner that will meet future development and population needs.
 - A. School Addition - Coordinate with School District to ensure that efficient traffic patterns exist between elementary and high school and residential areas. Create alternative transportation paths between residential areas and schools. Identify likely connections between Railroad Street and County Rd 5.

There are at least two connections that are planned to provide needed connection between Railroad Street and County Rd 5. The first is a collector street that will align with the east-west axis of Railroad Street and allow for good traffic circulation between the two schools, while also providing an alternative east-west connection north of Highway 62. The second is a proposed local street connection that will align with Marion Overlook (see Figure 1).

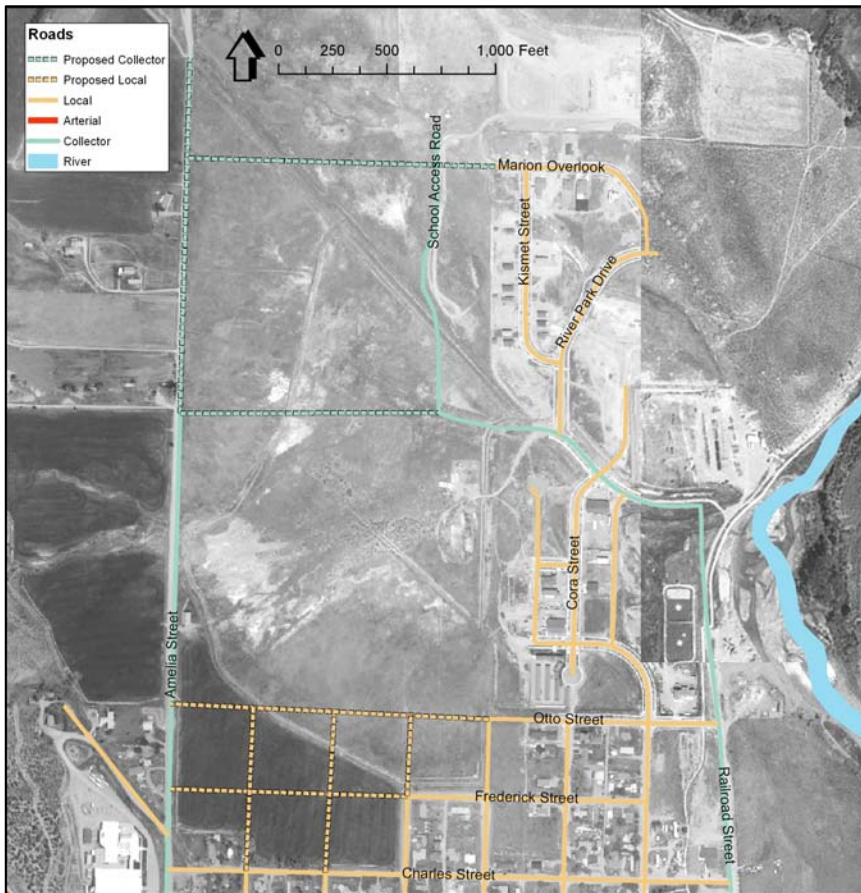


Figure 1.
Proposed connections between Amelia Street and Railroad Street; proposed completion of Town grid to the south (dashed lines represent approximate locations with actual alignments yet to be determined).

The specific alignment of these roads should be determined within the planning phases for undeveloped land west of the new school access road. A third connection to the new school is planned to occur on the northern side of the school facility, extending to Cty Rd 5 through the Eagle Hill Subdivision. This third route is likely to be used for limited access only.

- B. Railroad Street/Hwy 62 Alignment - As Railroad Street is a significant collector and will be the main entrance to the Industrial Park, alignment of this intersection is necessary. This alignment should be coordinated with Colorado Department of Transportation and their plan to widen the highway.

The Town, in conjunction with numerous property owners to the south of Hwy 62, evaluated a proposal that would have aligned Railroad Street on the south side of the Highway. After careful analysis that spanned a three-year period (2000-2003), the decision was made not to pursue this particular alignment. Since that time the segment of Railroad Street between the Highway and Hyde Street has been improved to Town standards, and accepted as such.

The alternative alignment involves aligning Railroad Street north of Hwy 62. This would necessitate a curve in Railroad Street near its intersection with the Highway, and the removal of at least one of the existing tennis courts located in Hartwell Park (*see* Figure 2). This is currently the preferred alignment alternative, although re-alignment on the south side of Hwy 62 remains a consideration.

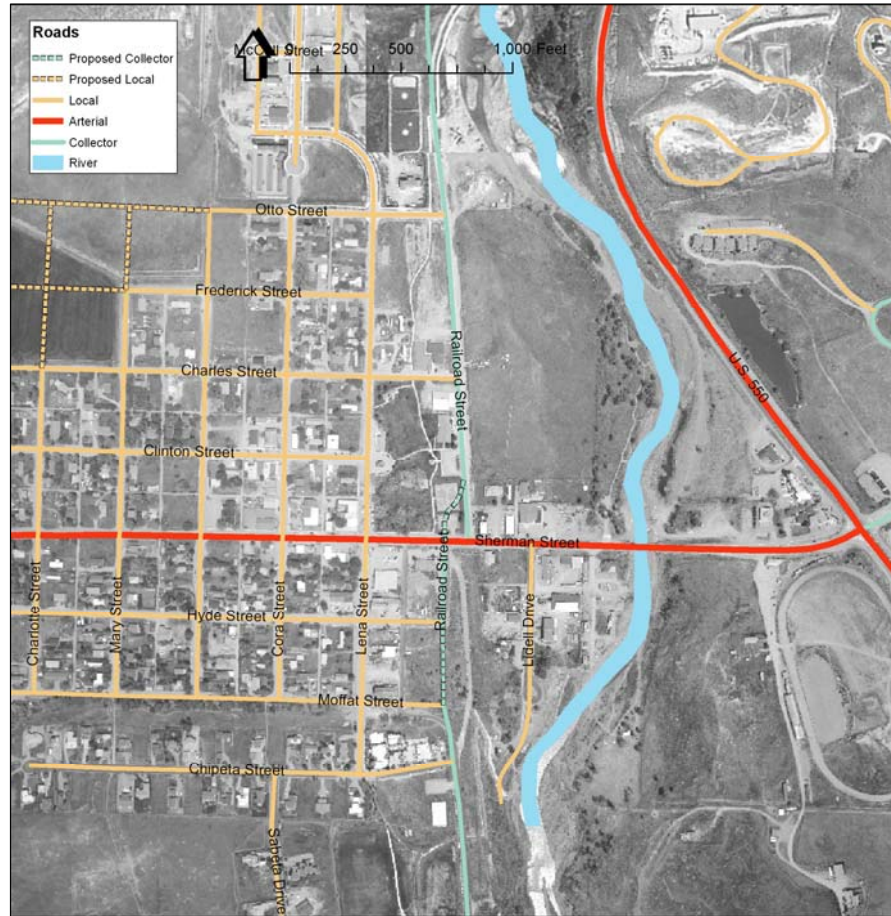
The alignment of Railroad Street should precede the eventual widening (three-lane) of Highway 62. The Highway widening project has been placed upon the Gunnison Valley 2030 Strategic Plan. It was also slated as a strategic project for CDOT bond financing contingent upon voter approval (subject to 2005 Statewide Referendum D, which did not pass). While the eventual widening of the Highway 62 remains uncertain in terms of funding and scheduling, the alignment of Railroad Street should occur as a preliminary project.

- C. Railroad Street/County Road 23 Alignment The alignment and continuity of Railroad Street, as a collector, is important to the Town in order to effectively provide for good transportation circulation on a north/south axis. Currently, there is no segment of Railroad Street between Hyde and Moffat Streets, and north/south traffic must use Lena Street as an alternative, or navigate through multiple 90 degree turns. The plan is to connect Railroad Street within this missing segment along a straight alignment (*see* Figure 2).

This will provide direct access to County Rd 23 and the Regional Athletic Park to the south. Because of the straight alignment of Railroad Street south of the Highway, it is recommended that well-planned traffic calming be implemented in order to maintain safe and manageable speed limits.

Figure 2.

Proposed realignment of Railroad Street on north side; proposed connection of Railroad Street between Moffat and Hyde Street (approximate locations with actual alignments yet to be determined).



- D. Hwy 550 / Hunter Parkway – Ridgway Village - Evaluate and assist in design and configuration of transportation linkages within the proposed Ridgway Village Development (formerly “Ridgway U.S.A.”), including a safe pedestrian connection across the Hwy 550 / Hwy 62 intersection and possible pedestrian connection by underpass north on HWY 550.

Possible alternatives for design include relocation of commercial business at northwest quadrant of the Hwy 550 / Hwy 62 intersection, allowing sufficient right of way needed to accommodate pedestrian sidewalk and crosswalks. Additional improvements to the intersection include flashing signage to warn motorists of the intersection, medians to calm traffic and provide some safe harbor for crossing pedestrians, strobe warnings to warn motorists of crossing pedestrians, and raised crosswalks.

The safe and efficient pedestrian crossing at the intersection remains a high priority for the Town, as increased growth occurs east of Hwy 550.

In addition to the intersection improvements, a pedestrian underpass (or overpass) north of the Hwy 550 / Hwy 62 intersection should be evaluated for future recreation path linkage and pedestrian passage to the growing residential area east of Hwy 550.

- E. Reconfiguration of intersection of Redcliff Road and Palomino Drive – The current configuration of Palomino Drive and Hunter Parkway in Ridgway Village poses issues for traffic mobility. The intersection is not aligned in a perpendicular fashion, and lies only 350 feet from the signalized intersection of Hwy 550 / Hwy 62. Palomino Drive currently represents the principal access into the commercial planned unit development (“Lot 3”). With the pending development of Lot 3, which is inclusive of several large commercial buildings and parking areas, this access will not be workable and will present significant issues over time related to safety, traffic stacking and congestion.

Analysis should be conducted to evaluate a complete reconfiguration of Palomino Drive so as to align with Redcliff Road, which should then become the principal access point to the pending development in Lot 3. This should present less congestion and stacking at and near the Hwy 550 / Hwy 62 intersection, and allow for better pedestrian access to the Ridgway Village.

- F. Vista Terrace – The current Vista Terrace Subdivision includes 46 large residential lots, serviced by a singular access road that intersects with Hwy 550 at a fast and dangerous curve. The current highway speed limit at the intersection is 60 mph, and there is no turn lane, acceleration lane or center auxiliary lane. There are two outlots in the Vista Terrace Subdivision that could be subject to future development and subdivision, which will exacerbate the access problem. Moreover, the access road, Vista Terrace Drive, represents a very long dead-end cul de sac, which poses additional safety concerns in terms of emergency access.

Two solutions to this problem should be given strong consideration. First, the access point on Hwy 550 should be improved to include the necessary acceleration and deceleration lanes, as well as a center auxiliary lane. Second, a secondary access point to the Vista Terrace community should be sought, likely connecting to the proposed Ridgway Village development to the south (*See Figure 3*).

- G. Completion of grid pattern – The original platting of the Town of Ridgway included a fairly square grid alignment of the original Town roads, blocks and alleys, in July of 1890. In 1924, the Town unified in one parcel Blocks 7, 8, 17, 18 & 19, and conveyed the internal rights of way to the owners of this parcel. The parcel is currently subject to agricultural uses.⁸

The eventual development of this parcel will again bring to the forefront the question of whether the grid system should be completed as originally platted. Without the completion of the grid, there is discontinuance of two east/west local streets (Frederick Street and Otto Street), three north/south local streets (Elizabeth,

Charlotte and Mary), as well as the associated alleys between these streets (see Figure 1).

The completion of the grid layout of the original Town blocks and streets would be desirable from a planning perspective, enabling the efficient movement of traffic in both directions, and allowing for the continuity of alleys and streets in a manner that will be consistent with existing development within the Historic Residential Zoning District.

- H. Connection between Ridgway Village and County Rd 12 – The current development proposal for Ridgway Village includes development of Lot 3, as well as neighboring vacant lots. As development of the area east of Hwy 550 unfolds, the need to establish future traffic linkages will become paramount. The eventual connection between Ridgway Village (Hunter Parkway, Palomino Drive and Redcliff Road) to County Road 12 should be planned within the development process, even though the development of these vacant parcels will occur incrementally over time (See Figure 3).

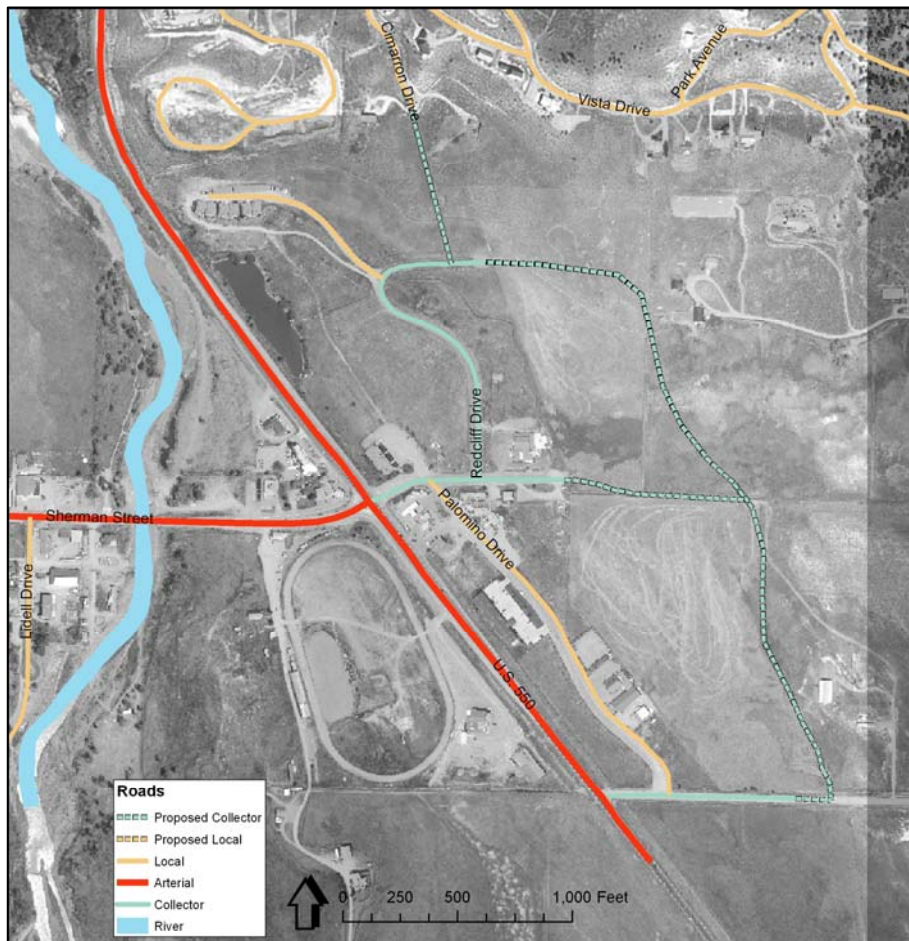


Figure 3.
Proposed connections between Ridgway Village and County Rd. 12 to the south and Vista Terrace to the north (approximate locations with actual alignments yet to be determined).

- I. Amelia Street / Highway 62 Intersection – Efforts have been taken to have this intersection included as a high priority within CDOT’s Statewide Transportation Implementation Plan. Needed improvements include an acceleration lane westbound on Hwy 62, center turn lanes in both directions, and a right turn lane onto northbound Amelia Street. Line-of-sight needs to be improved on the northwest quadrant of the intersection.

CDOT has scheduled this project for construction in 2007. The Town is seeking to integrate connecting sidewalks along Amelia Street on each side of Highway 62, with improved crosswalk at the Highway intersection. The Town is also lobbying CDOT to include (a) a raised median at the crosswalk, (b) lowered eastbound speed limits further up the Ridgway Hill, and (c) improved flashing signage to notify motorists of the pedestrian crossing. Until such time as the connecting sidewalks along Amelia are in place, the utilization of the temporary crossing at Elizabeth Street should continue.

GOAL III. To develop a corridor plan for Highways 62 and 550

POLICIES:

1. Corridor plans should reflect the different zone districts surrounding Hwy 550 and Hwy 62 as they enter and continue through Town. Hwy 550 enters at the General Commercial District and Highway Commercial zone districts, and generally has a faster speed of vehicular traffic. Although the corridor along Hwy 550 will appear commercial, development should avoid strip development style.

Hwy 62 enters the Town from the west at the Downtown Service zone district, which provides a more residential look. Although from the east, the highway enters at the General Commercial District, it continues through the Historic Business District. Development along Hwy 62 corridor should maintain small-town, residential, historical, and pedestrian friendly feel.

2. Highway corridors at the entryways to Town should protect the small-town image and preserve mountain vistas, as referenced in the Land Use Element of the Comprehensive Plan (Chapter 111-5 – Gateways). Encourage aesthetic improvements in appearance for existing and new developments bordering highways. A highway corridor plan should include a comprehensive landscaping and streetscaping effort with natural vegetative plantings, trees, street lights and sidewalks.
3. Identify and protect those scenic vistas that make Ridgway special when viewed from highway corridors within or outside the Town.
4. Traffic signals within Town boundaries should be avoided unless and until needed as established through traffic studies and infrastructure demands that are carefully evaluated.

5. Work with CDOT to set speed limits on highways within the Town and its 3-miles area of influence, which reflect the residential and pedestrian nature of Town and prioritize safety at pedestrian crossings, near parks, and at school zones. Encourage methods to calm traffic when entering Town as well as within the center of Town.
6. Improve safety and convenience for pedestrians and bicyclists at intersections. Identify appropriate locations to establish safe highway crossings and provide direct links to bicycle and trail systems. Consider crossings on Hwy 62 at Railroad, Lena, Amelia and Laura streets. Pedestrian crossings at these areas should be highly visible and feature cautionary signage to the motorists, traffic calming improvements such as bulb-outs and raised medians, and adequate striping and markings. Integrate landscaping and plantings into curb extensions. The Town should work with CDOT to construct an underpass crossing at Hwy 550.
7. Maintain proper signals, signage and crosswalks within the school zone.
8. Maintain two-lane access through Town on Hwy 62 with non-continuous auxiliary center turn lane on Hwy 62, featuring raised medians and streetscape where possible.
9. Limit signage, especially in gateway areas, while addressing sign regulations in Highway Commercial zone district that allows for adequate visibility of signage from highway. Adhere to CDOT regulations related to highway signage.
10. Construct sidewalks on both sides of Hwy 62 within Town limits, utilizing the pedestrian bridge to cross the Uncompahgre River. Sidewalks should be 8 ft. in width where allowable. Pedestrian infrastructure and turning lanes should take priority over on-highway parking.
11. Minimize access points and driveways onto highways and combine or eliminate existing access points where possible, in conjunction with applicable CDOT access permit regulations. Ensure that future development does not create traffic volumes or patterns that will create traffic hazards or interrupt traffic flow.
12. Provide appropriate storm water drainage along highways, including the replacement of existing stormwater ditches and culverts with buried pipe and drop inlet structures. Stormwater features to mitigate contaminants and dissipate energy prior to discharge into the river tributary system should be integrated into the overall infrastructure design. Require existing and future development to mitigate storm water drainage impacts. Incorporate vegetation and vegetation swales into storm water management when possible.
13. Exterior lighting is a potential source of visual pollution. Require future development to mitigate the potential adverse visual impacts of such lighting. Public street lighting should be designed to minimize light pollution.

GOAL IV. To develop a plan for pedestrian infrastructure and parking within the Historic/Business District

POLICIES:

1. Comprehensively perform a Streetscape Plan, to be incorporated into this Transportation Element, for the Historic Business District, addressing:
 - A. The possible implementation of one-way streets within the core to maximize on-street parking and pedestrian sidewalks in a manner that enhances traffic mobility. Promote the “town square” image.
 - B. The promotion of streetscape within the Historic Business core inclusive of trees, public art and pedestrian plazas.
 - C. The enhancement of the pedestrian experience within the Town’s historic core.
 - D. The preservation of the character of the Town’s core, integrating the beauty of the natural environment into a functional core.
 - E. Enhancement of the economic vitality of the Town core area.
2. Comprehensively address parking needs for the Historic Business District by evaluating future parking demands, in accordance with the following objectives and emphases:
 - A. Centralize public parking areas in areas close to the Historic Business core should be considered as an alternative to numerous and scattered parking areas within the core. Minimize the need for multiple private accesses within the Historic Business core. Alley parking should be encouraged, and possibly mandated.
 - B. Maximize on-street parking in the Historic Core with due regard to pedestrian infrastructure and streetscape.
 - C. Development of this Plan should be a priority of the Town as a means to address the existing and future transportation means within the Historic Business core while promoting and enhancing the business community.
3. Analyze the need for re-instituting the off-street parking requirement within the Historic Business District, with proper examination of alternatives, to help alleviate existing and future parking demands.

GOAL V. To develop strategies to address multi-modal transportation that will provide residents and visitors with realistic, safe, and appealing opportunities to use alternative transportation

POLICIES:

1. Establish a Trails Plan to be incorporated into this Transportation Element and the Trails, Parks and Open Space Element of the Comprehensive Plan.
2. Extend pedestrian and bicycle routes to connect commercial areas, schools, parks and other public facilities to residential areas, minimizing the frequency of street crossings and maximizing safety and separation from vehicular traffic.
3. Extend pedestrian sidewalks along an east west alignment along Hyde Street and Clinton Street.
2. Identify opportunities for adding bicycle lanes on new and existing roads and establish a plan for implementation
3. Encourage the use of bicycles in the Historic Business district by identifying areas for secure bicycle parking.
4. Provide for recreational pedestrian and bicycle trails along and through open space corridors, with linkage and continuity as objectives.
5. Plan for construction of Highway 550 underpass north of Hwy 62 intersection and in proximity to the Ridgway Village residential development.
6. Provide for continuous pedestrian sidewalks throughout the Historic Business core with safe crossing areas, in a manner that will promote pedestrian use of the core and deemphasize the need for vehicular traffic within the core.
7. Provide for important linkages of public facilities throughout the Town including the following:
 - A. Establish pedestrian trail connections along Railroad Street to the south of Highway 62 in a manner that will connect the Regional Athletic Park with the center of Town.
 - B. Establish multiple pedestrian connections to the new school site including linkage with the existing Uncompahgre River Way trail, linkage through the River Park development and linkage between the new school site and the Elementary School on Amelia Street.
 - C. Ensure connection of Highway 62 sidewalk to the Fairgrounds facility along Highway 550;
 - D. Develop trail connections to and between Ridgway Library, Hartwell Park, Ridgway Town Hall, Ridgway Public Works facility and Ridgway Post Office;

GOAL VI. To develop general policies and objectives for a storm water drainage policy

POLICIES

1. Create a master storm water drainage plan for the entire Town.
2. Street layouts, grades and site developments shall be designed to avoid excessive runoff concentrations and to minimize the need for storm sewer infrastructure. On-site natural percolation should be encouraged to minimize the need for off-site infrastructure improvements.
3. Site grading shall provide for runoff from sites toward the street or storm water conveyances.
4. If major drainages exist or are proposed through a development, the storm runoff shall be routed to that drainage way.
5. Ensure that development within Town does not increase historical storm water drainage.
6. Storm sewers or surface drainage channels and culverts shall be installed when the carrying capacity of the streets is exceeded.
7. All storm drainage systems, or portions thereof, shall be installed in accordance with the Town's development standards for public improvements.
8. Use parks, open space and natural areas for storm water detention/retention basins to increase open space and reduce the amount of new impervious surfaces from future development.
9. Work with CDOT to develop piped storm water infrastructure along Hwy 62 from Amelia Street to the river, utilizing side drainage channels off of the highway corridor when practical.
10. Incorporate the natural features of waterways into storm water systems, using indigenous vegetation in storm water management to promote filtering and slowing storm water runoff to maximize the settling of particulate pollutants and materials. The following are examples of structural best management practices that encompass the above principles:
 - Onsite detention
 - Storm water infiltration systems
 - Buffer strips
 - Pollutant traps (e.g. Continuous Deflection Separators)
 - Grass or reed swale drains

- Ponds and wetlands
 - Pervious paving materials if practical and technically feasible, balancing the need for dust and particulate control
 - Native or xeric landscaping
11. Provide public information on how to reduce storm water pollution.
 12. Increase street sweeping to remove pollutants before they are washed into the drainage system.
 13. Ensure that storm water drainage does not negatively impact the water quality of local aquifers, tributaries and rivers.
 14. Features that improve water quality that should be incorporated into storm water drainage systems include:
 - Native vegetation particularly sedges and grasses should be used to promote filtering of nutrients and sediments;
 - Boulders or riffles to improve water aeration and oxygenation;
 - Ponds, pools or storm water gullies designed as sediment traps;
 - Drain or watercourse profiles that provide a range of fauna habitats.

GOAL VII. To develop general policies and objective to address dust and particulates

POLICIES

1. Pave and chip/seal high volume traffic areas to reduce dust. Chip sealing shall be implemented where practical and technically feasible; asphalt surfacing shall be implemented in high volume traffic areas.
2. Use street sweeping to reduce dust and particulate pollution as well as improve water quality of storm water.
3. Limit traffic and maintain slow driving speeds on unpaved roads.
4. Install erosion control measures to prevent silt runoff onto public road ways.
5. Attempt to find and use the most environmentally friendly chemical dust retardant control measures.
6. Require all new development to pave roads.

GOAL VIII. To develop general policies and objectives to address pavement maintenance on Town roads

POLICIES

1. Identify preventative maintenance treatment strategies
2. Street paving and pedestrian surfacing materials should be economical, serviceable, and easy to repair.
3. Public, commercial, and tourist needs should receive a higher priority for right of way improvements than purely local residential needs.
4. Priority for road improvement should be given to areas with high density and areas where most lots are already developed.

GOAL IX. To develop strategies to balance mobility and safety and welfare.

1. Provide an integrated, efficient, and economical transportation system that provides mobility, convenience, and safety for all citizens, including people with disabilities.
2. Transportation infrastructure need to support anticipated growth and strive to keep traffic levels at an acceptable level with minimizes congestion and maximizes quality of life.
3. Use traffic control and calming devices where appropriate to enhance automobile, pedestrian and cyclist safety, including raised cross walks, neck-outs, raised medians, landscaping, beacons and signage.
4. Promote a transportation system, including a cycling and walking network that gives citizens the option to safely walk, bike, or drive throughout the Town.
5. Where possible, separate bike lanes for cyclists should be developed adjacent to automobile lanes while sidewalks should be separated from roadways by landscaped buffers.
6. Crosswalks should be clearly marked and designed to minimize pedestrian walking distances across roadways, especially along highway corridors and near schools and parks.
7. Roadway designs should preclude excessive automobile speeds and ensure pedestrian and bicycle safety.
8. Promote telecommuting and bicycle/pedestrian commuting, ridesharing and public transportation and identify locations for future park and ride facilities.
9. Develop a comprehensive parking plan for the business core and related areas.

GOAL X. To identify key considerations for a possible future traffic bypass

1) Consider a planning process to determine the viability of a highway bypass for throughway traffic occurring between Montrose and Telluride. Any process should consider the following:

- Environmental and economic impacts.
- Location and possibility of reserving land.
- Congestion and public safety issues along current state highways through Town.
- Vitality of existing downtown, business areas and neighborhoods.
- Traffic mobility.
- Quality of life issues.
- Feasibility and cost.
- Regional Linkages

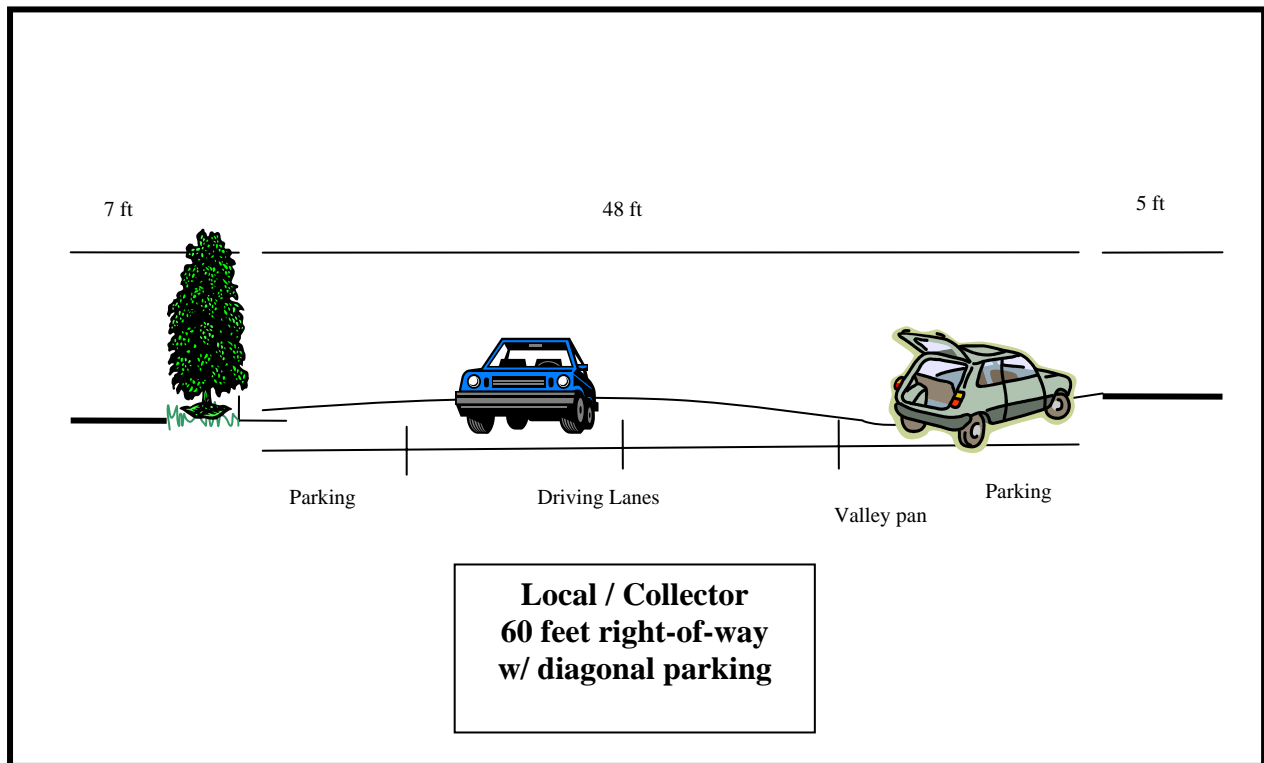
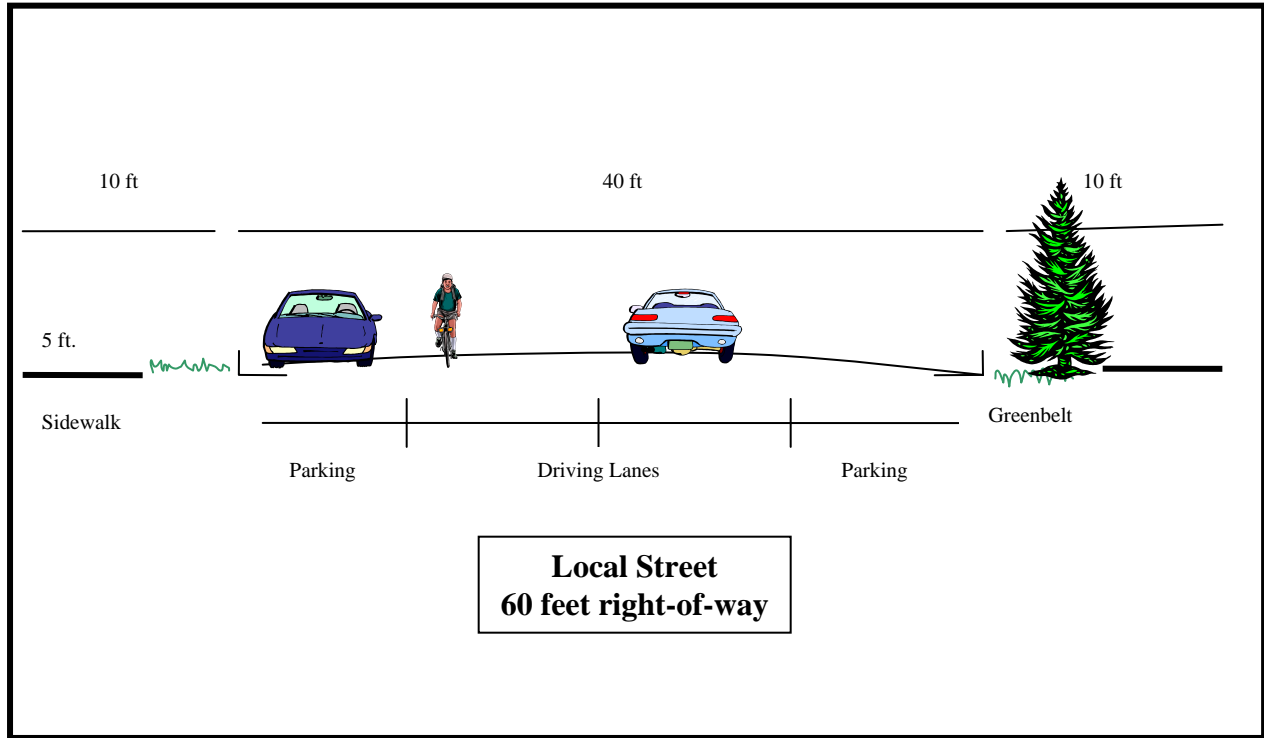
III. TRANSPORTATION PLAN

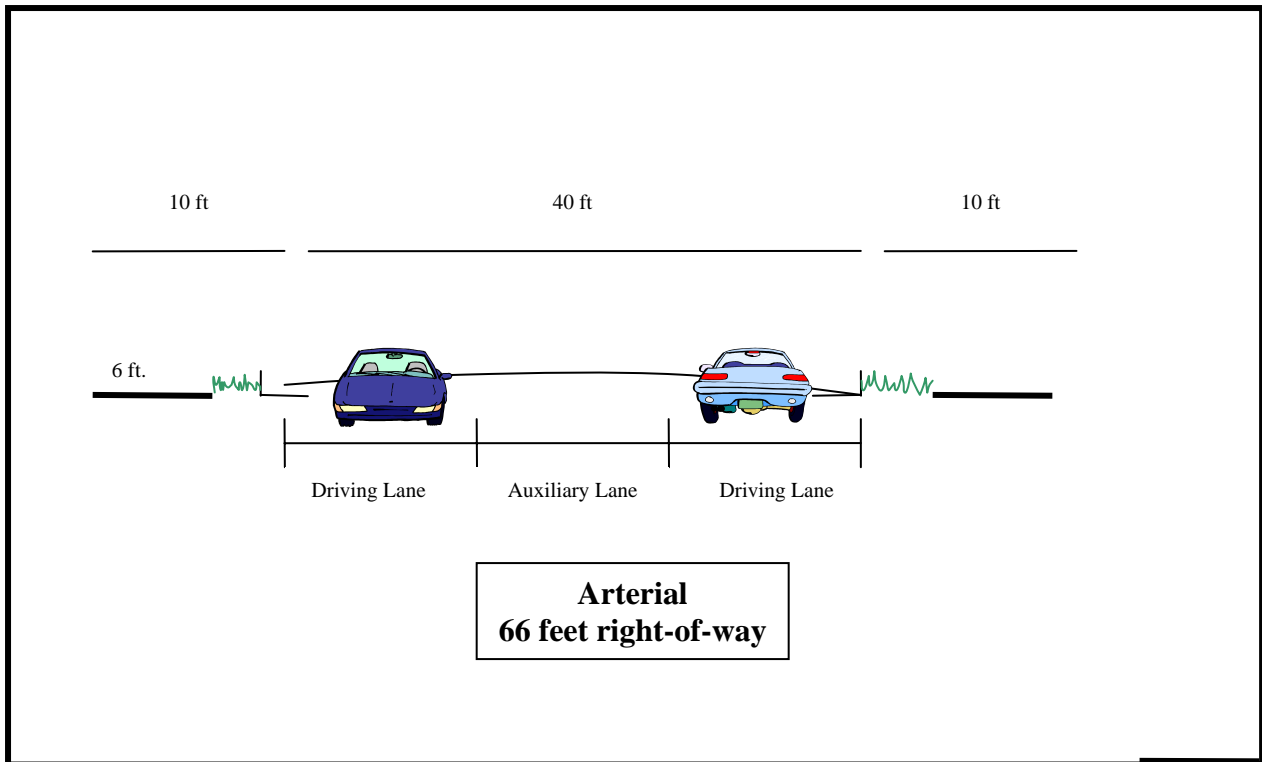
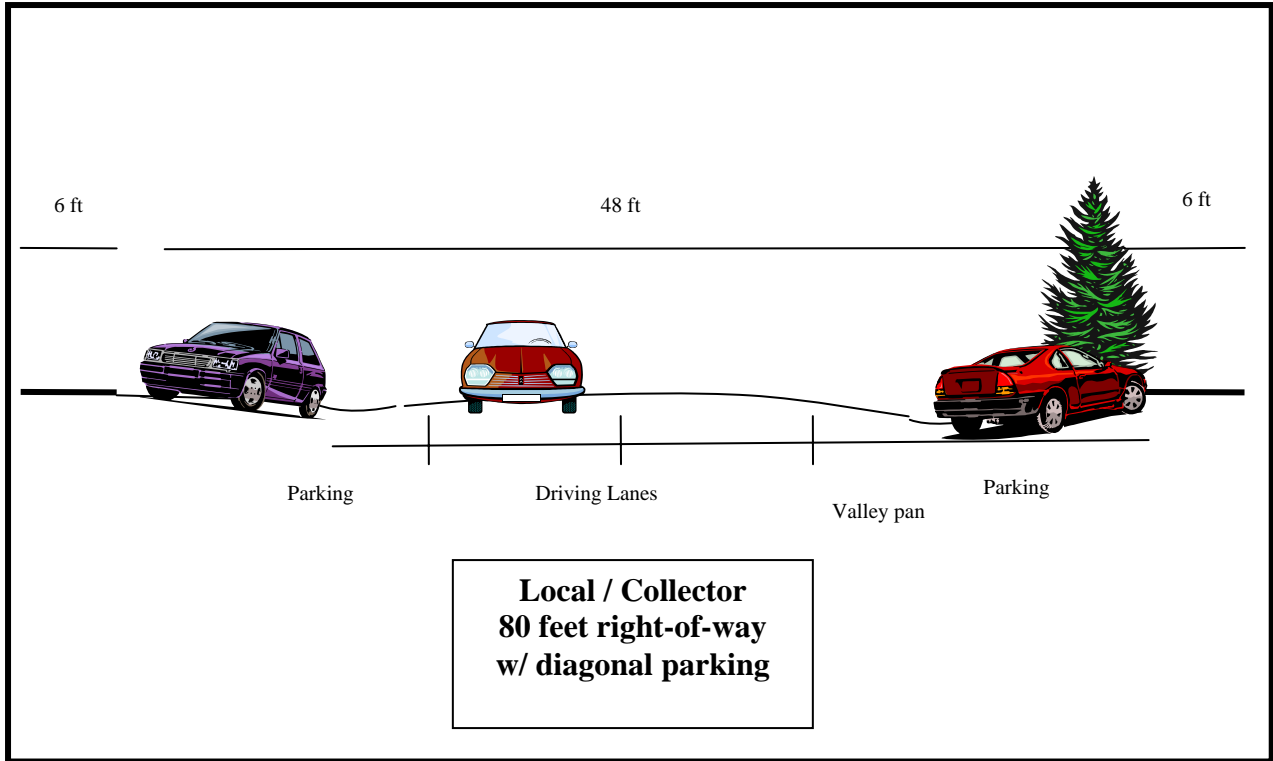
A. Ridgway Street Map (*see attached Map*).

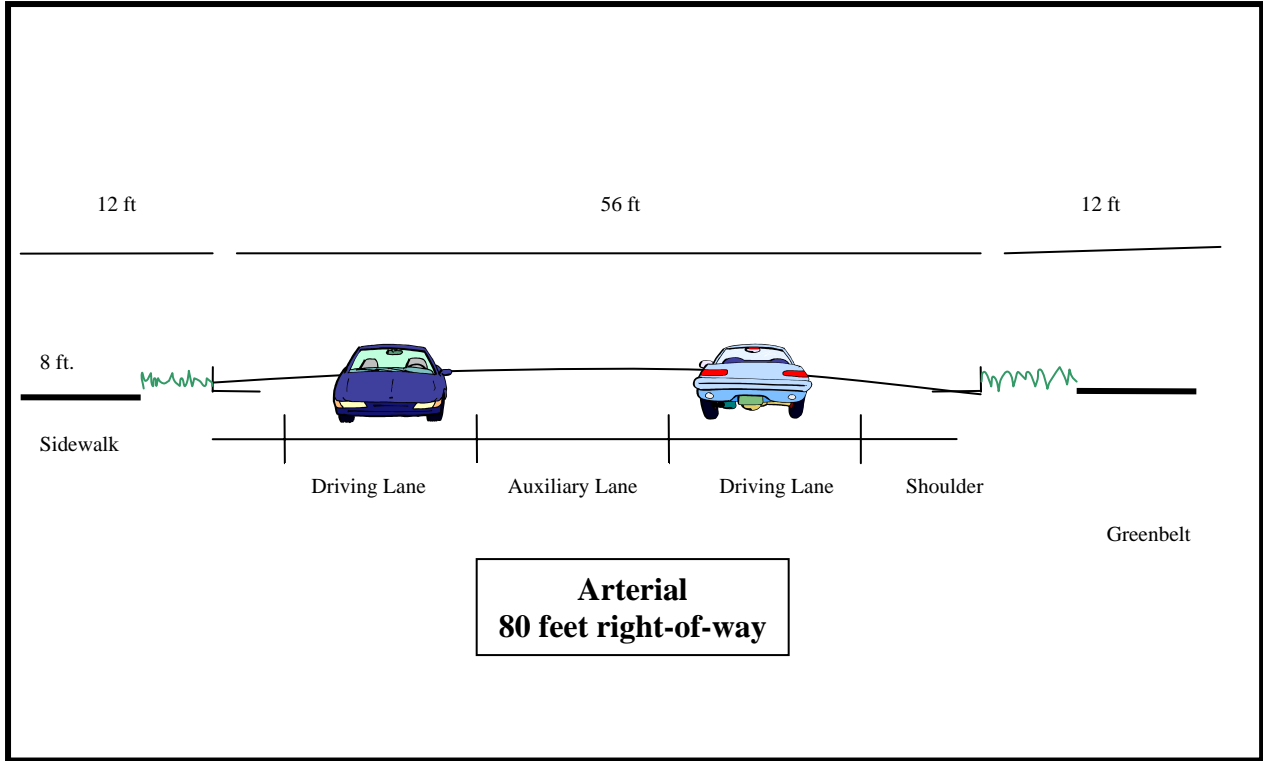
B. Functional Road Classifications

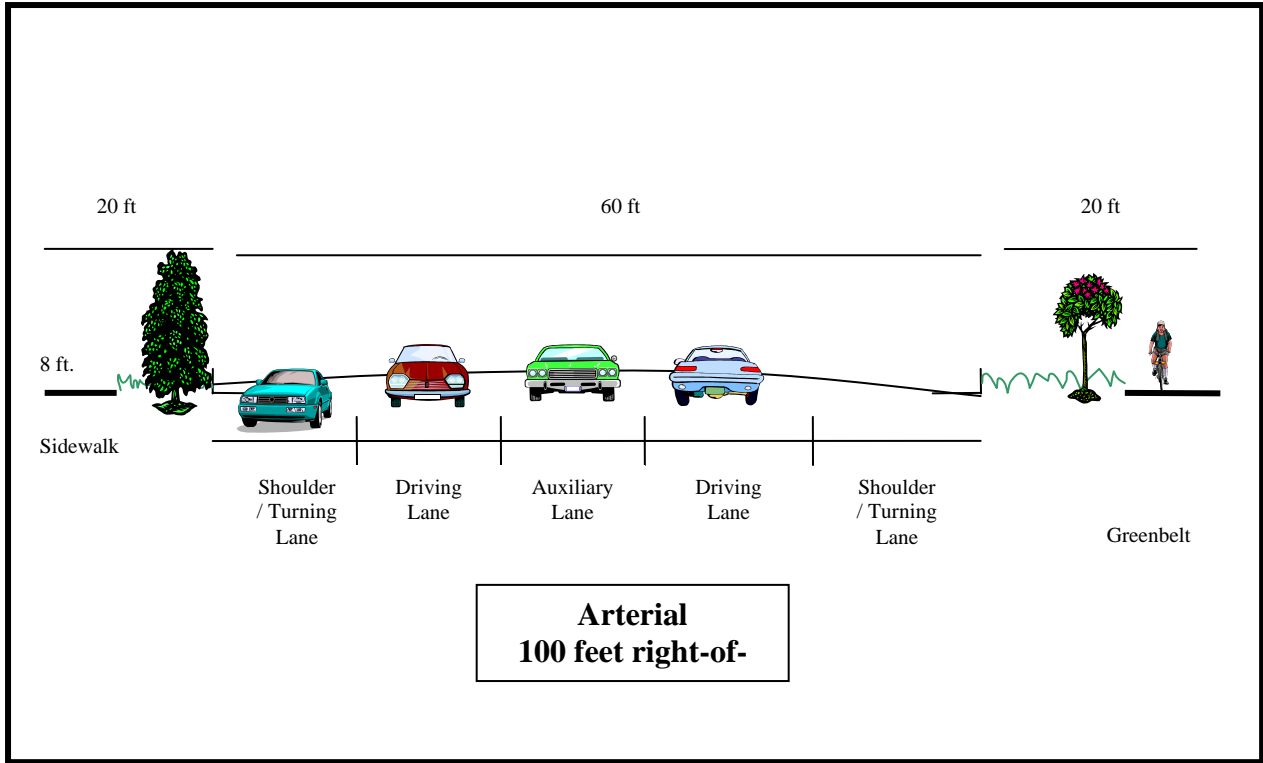
Design Characteristics	Arterial	Collector	Local
Function / Character	Lines communities and urban centers; carries high and moderate volumes of traffic with continuous traffic flow; access tightly controlled; traffic signals may be required	Links arterial and local roads; carries moderate volumes of traffic at low speeds; designed to carry traffic through neighborhoods to arterials; access from individual lots is limited	Provides access to individual lots; carries low volumes of traffic at low speeds; discontinuous; designed to discourage use by through traffic; stop signs at most intersections
Examples	Hwy 550 & Hwy 62	Railroad St., Amelia St., Hunter Parkway	River Park Streets; Streets west of Lena, Solar Ranches Street, Vista Terrace
Traffic Lanes (assumes 12 ft. lanes)	2 to 6	2 to 3	2
Minimum Right of Way Width	80' to 100'	80' (60' width in residential areas if engineering and safety concerns allow)	60'
Typical Speed Limit	25 to 40 mph	20 to 30 mph	15 to 25 mph
Side Street Access	Minimum separation of 360 ft.	Minimum separation of 125 ft.	Minimum separation of 125 ft.
Driveway Access	Limited to where no other access exists	Limited to where no other access exists	Allowed except where limited by safety considerations
On-Street Parking (minimum 8ft. parking lane)	Limited parking where engineering and safety concerns allow	Allowed on both sides where 80' right-of-way; where less than 80', parking may be limited to one side	Allowed except where limited by engineering and safety considerations
Turn Lane	Yes, where needed	At major intersections	None
Maximum Grade	5%	7%	7%
Min. Horizontal Curve Radii	400'	300'	200'
Drainage	Curb, gutter, storm sewers where needed	Curb, gutter, storm sewers where needed	Curb and Gutter or Valley Pan
Sidewalks	Required on both sides – 16' aggregate where engineering and safety concerns allow, not less than 5'	Required on both sides – 12' aggregate where engineering and safety concerns allow, not less than 5'	Required on both sides – 10' aggregate where engineering and safety concerns allow, not less than 4'
Green Space	Remaining right-of-way to be used as green space until needed for other public purpose	Remaining right-of-way to be used as green space until needed for other public purpose	Remaining right-of-way to be used as green space until needed for other public purpose
Bike Lane	Bike lane pursuant to Parks & Trails Master Plan and integrated bike traffic with areas of slower speed limits	Bike lane pursuant to Parks & Trails Master Plan and integrated bike traffic with areas of slower speed limits	Integrated bike traffic with areas of slower speed limits

C. Typical Road Profiles









¹ The Town that Refused to Die: Ridgway, Colorado 1890-1991, Doris H. Gregory, Second Edition, 1992

² Dewitt Clinton Hartwell, Frederick Walsen and Charles Nix

³ Otto Street was named after Otto Mears, and Mary Street was named in honor of his wife. Clinton Street represented the middle name of D.C. Hartwell, while Charlotte Street was named after his wife. And Charles Street was named after Charles Nix, who then named Elizabeth Street in recognition of his wife Elizabeth. Frederick Walsen had a street named after him, and Amelia Street after his wife. Moffat Street was named after the president of the Denver and Rio Grande Railroads, David Moffat; Hyde Street was probably named after the Hyde brothers from whom much of the Townsite property was originally purchased. Sherman Street could have been named after Judge W.A. Sherman. This leaves three streets within the original townsite unaccounted, all named after women: Lena, Cora, and Laura. This information is provided in Part 1, The Town that Refused to Die, as authored by Doris H. Gregory

⁴ For example, through the efforts of many and specifically the Uncompahgre River Way, Inc., the construction of a multi-use path from Ridgway to the reservoir has been achieved, which now provides year-round recreational opportunities.

⁵ As examples, in 2001, the Town implemented the recommendation of a one-way circulation pattern on Lena Street north of Highway 62, and a year later in 2002, installed low-wattage, non-glare street lighting throughout the community.

⁶ The Counties included within the Gunnison Valley TPR include Delta, Gunnison, Hinsdale, Ouray, Montrose and San Miguel Counties.

⁷ The Transportation Equity Act for the 21st Century (TEA-21) is one such program. Ridgway has been awarded for a pedestrian bridge project under this funding source, as constructed in 2005.

⁸ Ordinance No. 102, as enacted on August 16, 1924, and recorded in the Clerk and Recorder's Office, Ouray County, Book 114, Page 256.