Chapter 3

Multi-Modal Mobility

Introduction

This section of the plan provides a framework for attaining a continuous, well connected system of streets, sidewalks, and pathways so that getting around Carbondale without an automobile is a viable and attractive option. Maintaining and enhancing pedestrian and bike mobility is among the top priorities for the community. The multi-modal mobility element of the Comprehensive Plan centers on a network of priority multi-modal corridors (Figure 3.3). Future multi-modal improvements in these corridors will result in a consistent and functional bike and pedestrian network. Completing the gaps in connectivity along the priority corridors identified in Figure 3.3 is a top priority.

While the multimodal corridors extend throughout town, streets mapped as multi-modal corridors possess site-specific conditions that influence their design and implementation. Information such as street right-of-way width, neighborhood character, and traffic volumes, all need to be considered when integrating streets with sidewalks, pathways and other multimodal improvements. For example, detached sidewalks can be integrated with naturalized storm water treatment practices as an alternative to the traditional tree lawn and curb and gutter. One of the most pressing challenges is how to make Highway 133 more functional for the shared use of pedestrians, cyclists, vehicles, and busses. Currently Highway 133 is a barrier for cyclists and pedestrians moving across town. In order to achieve full multi-modal functionality, Highway 133 will need to accommodate the needs of all users. This chapter addresses improvements to the roadway and right-of-way with the priority of connecting neighborhoods across Highway 133 with safe bike and pedestrian crossings, and pathways and/or sidewalks along both sides where spacing will accommodate them. Another challenge is creating connections with the existing trail and pathway network between critical destinations such as schools, downtown, and the Third Street Center. There are several gaps in this existing network, but the existing facilities serves as a good foundation for continuing to enhance the bike and pedestrian mobility throughout town. The Roaring Fork Valley Transportation Authority connects the community with the region, however there is current not a local circulator system to transport people throughout town. Many citizens are hopeful about the possibility of developing a local transit system, adding even more options to the multi-modal system.

Multi-Modal Mobility Goals and Strategies Throughout Town

★ Indicates a top community priority. Strategies are listed in order according to community priorities.

★ Goal 1 - Develop multi-modal improvements tailored for Carbondale streets right-of-way width, neighborhood character, focusing first on priority multi-modal corridors and priority connections (Figure 3.1, 3.2 and 3.3).
**Strategy A** - These are the priority connections (not listed in order of importance):
- Pathway completion along Snowmass Drive connecting to Main Street.
- Pathway completion along Meadowood Drive connecting to Highway 133.
- Pedestrian/bike connection from Third Street Center to Highway 133.
- Connect Snowmass Drive and Meadowood Drive through Roaring Fork School District Campus.
- Pathway and/or sidewalk along Main Street connecting Highway 133 and CRMS.
- Sidewalks along 8th St. between Village Road and the sidewalks on Cowen Drive.
- Complete the gap in the sidewalk along Sopris Avenue between 3rd and 4th Streets.
- Bus stop across from Subway on Main near Highway 133.

**Goal 2** - Improve multi-modal connectivity throughout town.

**Strategy A** - Improve and expand connections between neighborhoods and the Highway 133 Trail/Crystal Valley Trail.

**Strategy B** - Capitalize on the Rio Grande Trail by connecting to it, prioritizing connections near downtown and connections in future developments and redevelopments along the trail.

**Strategy C** - Improve general connectivity to the 3rd Street Center.

**Strategy D** - Improve connectivity from schools to the rest of the town, emphasizing safe routes from residential neighborhoods to school and routes from the campuses to downtown.

**Strategy E** - Continue to plan for and pursue funding for a local transit circulator service with routes that reach more of the neighborhoods in town.

**Strategy F** - Continue to work with Roaring Fork Transit Authority and Colorado Department of Transportation to maintain safe and convenient transit facilities and services.

**Strategy G** - Establish bike and pedestrian facility design standards.

*Figure 3.1a – Example street design customized for 60ft right of way width*
Multi-Mobility Goals and Strategies for the Highway 133 Corridor

★ Indicates a top community priority. Strategies are listed in order according to community priorities.

Goal 3—Connect the east and west sides of town across the highway.

★ Strategy A - Improve safety and convenience for pedestrians and cyclists crossing the highway.

Strategy B - Prioritize safe highway crossings to access bus stops.

Strategy C - Establish a new multi-modal street connection between 8th Street and Highway 133 north of Main Street.

Goal 4—Improve the quality and continuity of pedestrian and bicycle mobility along the highway.

★ Strategy A - Develop pathways and/or sidewalks along both sides of Highway 133 where right-of-way width can accommodate these facilities and minimize driveway curb cuts across them to limit conflicts.

Strategy B - Manage highway access to minimize driveway cuts and street intersections along pathways and/or sidewalks while allowing adequate access to property and promoting the visibility of businesses to passersby.

Goal 5—Improve the safety, convenience and function of the highway for automobiles.

Strategy A - Improve the safety and functionality of town street intersections with Highway 133.

Strategy B - Balance safe and convenient automobile access to and from properties along the highway with safe pedestrian and bike mobility.

Strategy C - Develop access to bus stops that does not impede the flow of traffic or endanger motorists, cyclists or pedestrians.
Figure 3.4

Existing Pathways and Sidewalks

- **Pathway**
- **Sidewalks Both Sides**
- **Sidewalk One Side**

- **Town Boundary**
- **Streets**
- **Public Recreation Land**
- **County Roads**