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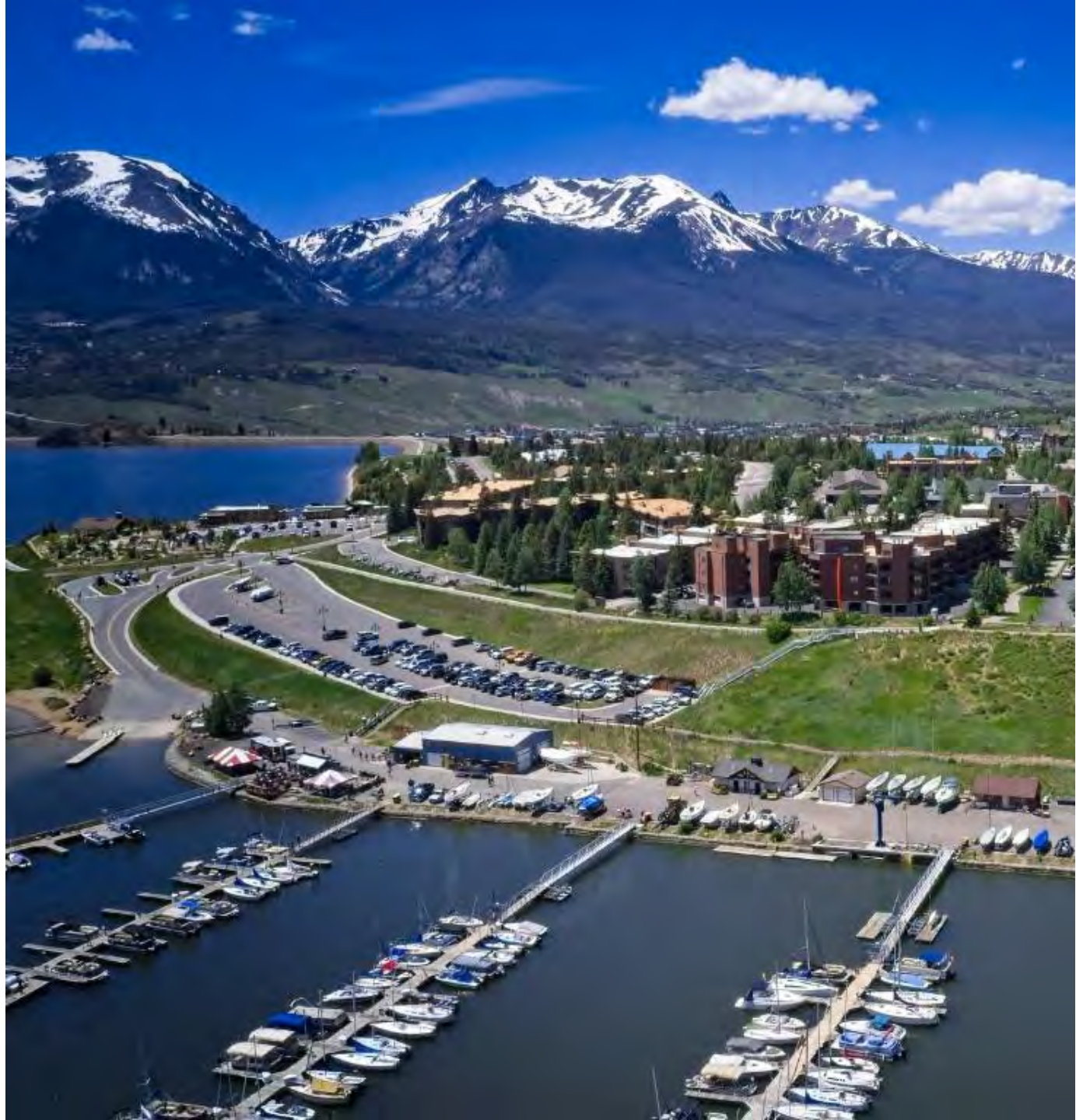
DILLON TOWN CENTER
WALKABILITY DESIGN

January 17, 2023



AGENDA

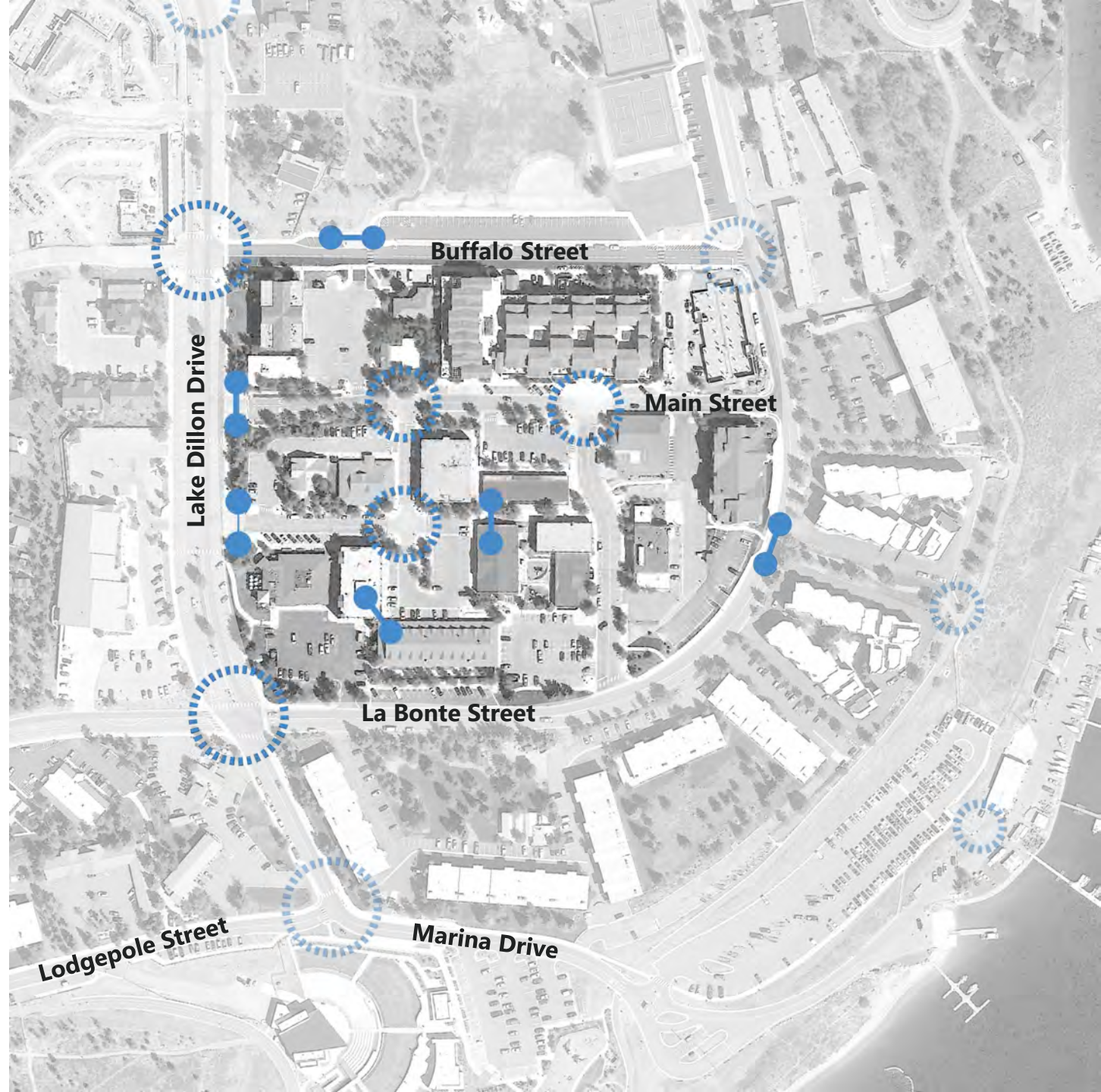
- ▶ **Site Analysis**
- ▶ **Walkability Elements**
- ▶ **Framework**
- ▶ **Walkability Typologies**
- ▶ **Next Steps**



SITE ANALYSIS

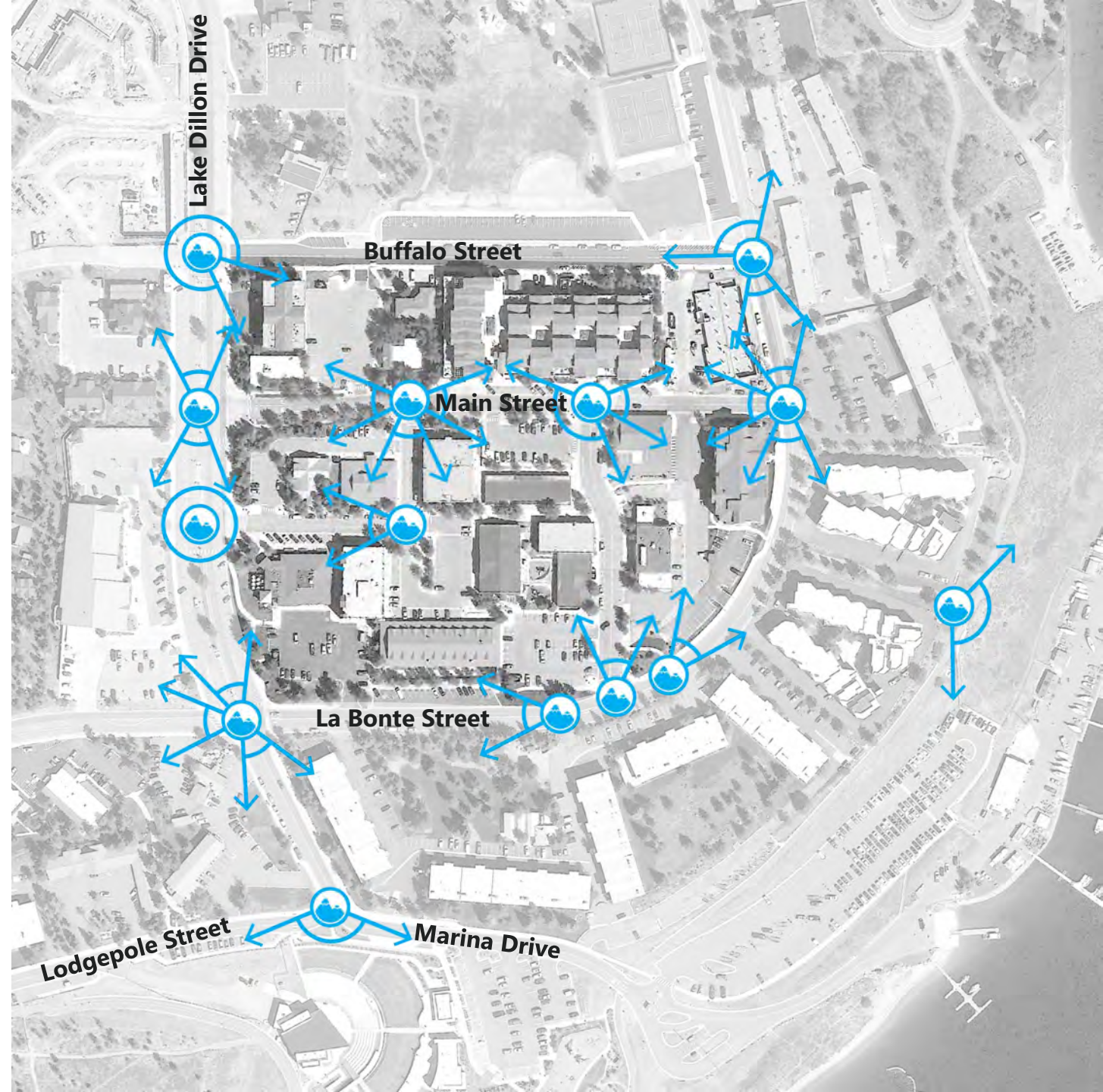
SITE ANALYSIS

- ▶ Transition Opportunities
 - Prominent intersections
 - Gateways
 - Thresholds
 - Change in experience
 - Sense of entry



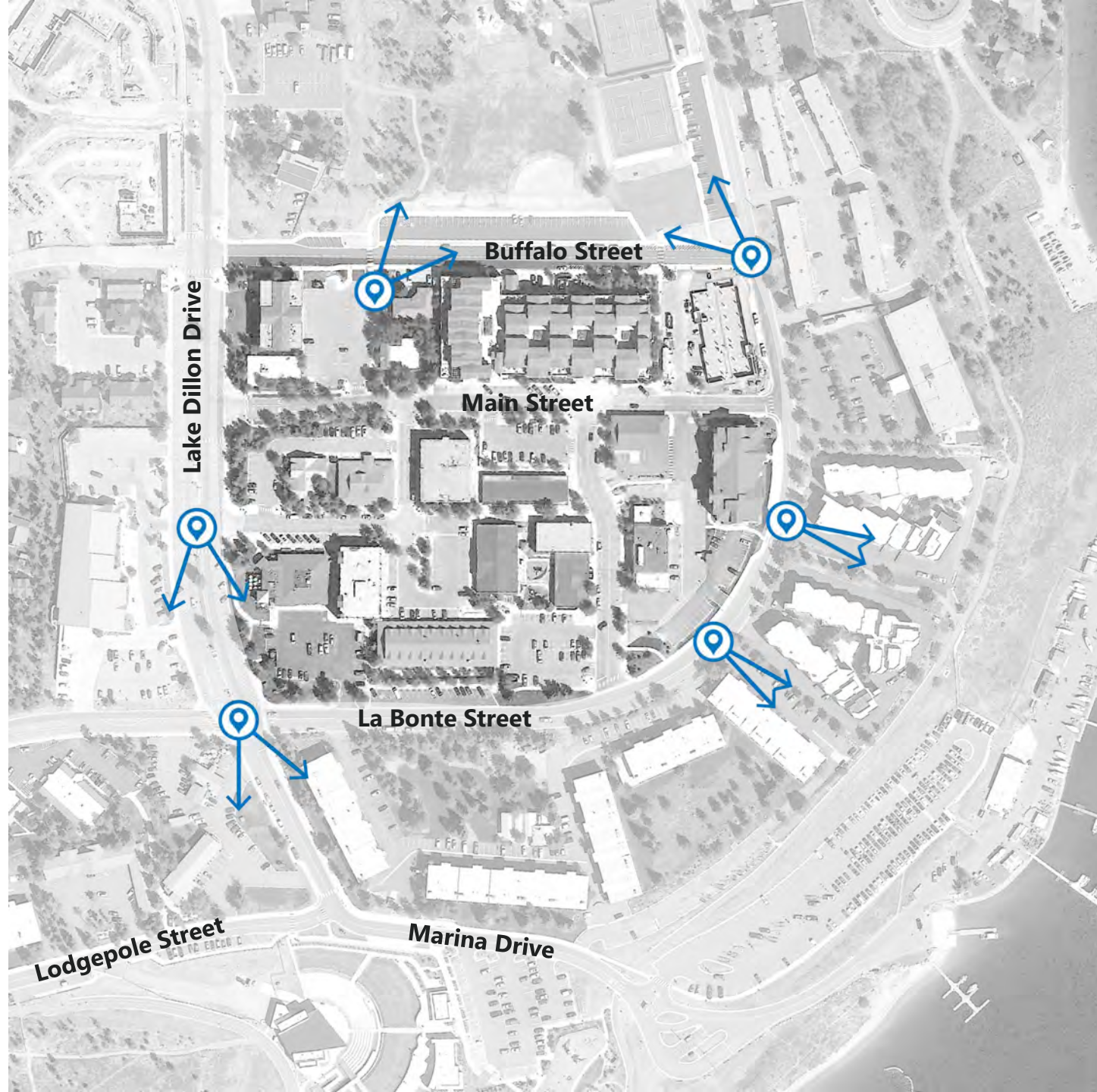
SITE ANALYSIS

▶ Mountain Views



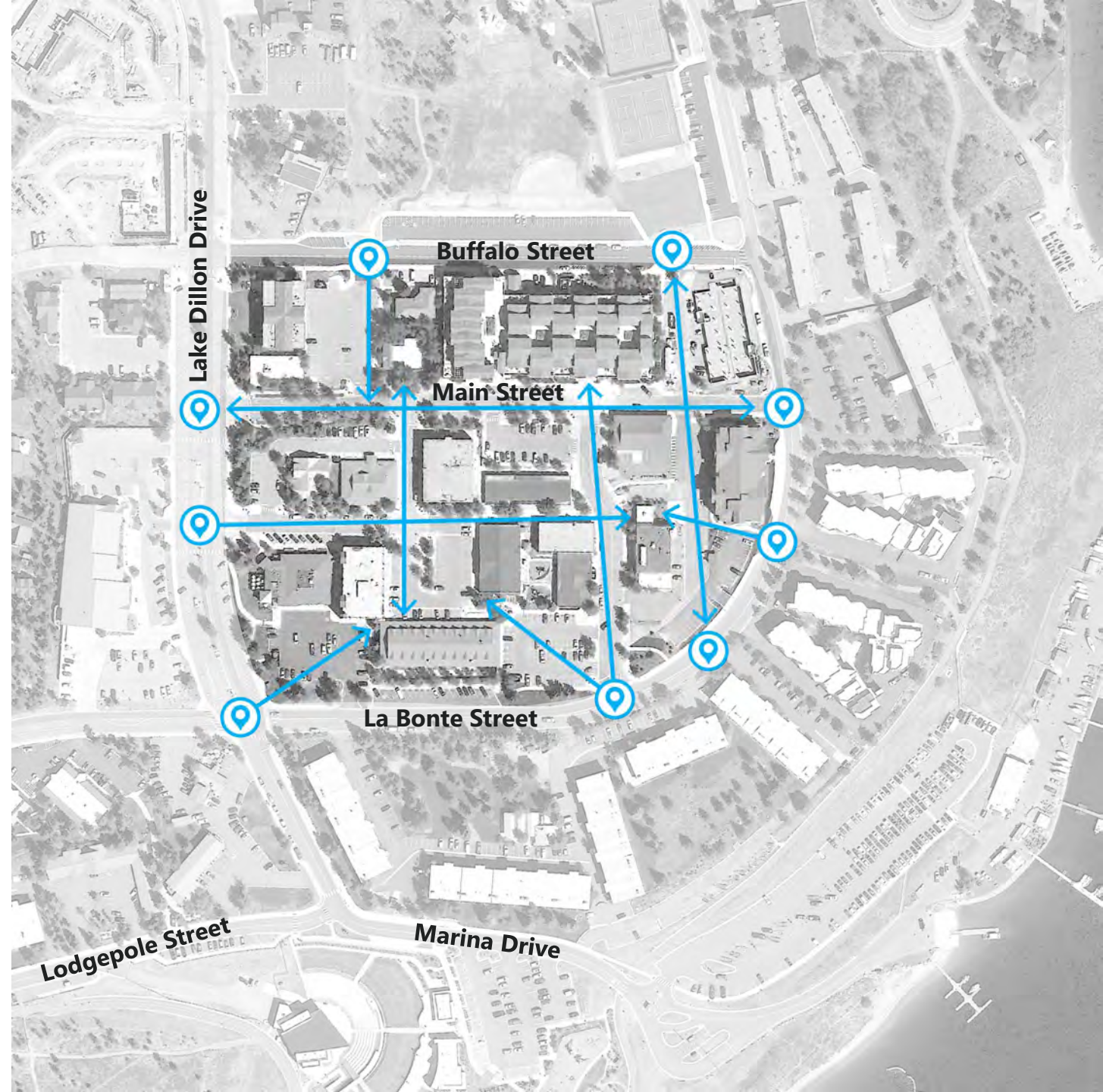
SITE ANALYSIS

► Wayfinding Views – Exterior



SITE ANALYSIS

► Wayfinding Views - Interior



SITE ANALYSIS

► Pedestrian Circulation

- Curb ramps within ROW
- Curb ramps outside of ROW
- Stairs
- Circulation within ROW
- Circulation outside of ROW



SITE ANALYSIS

- ▶ Existing Grades
- ▶ Linear Elevation Profile



WALKABILITY ELEMENTS

WALKABILITY ELEMENTS

What elements of design make a town core walkable?

It is unlikely any single change will revitalize a town's walkability. We believe that there are a number of elements, **specific to Dillon** that, when combined, can begin to enhance the walkable nature of the town core, by increasing visitor experience throughout town. The primary elements of focus for Dillon's town core are listed below.



Gateways & Thresholds



Central Focus



Ebbs & Flows



Moments of Discovery



WALKABILITY ELEMENTS



In what ways can design bring attention/interest inward?

Gateways & Thresholds

Strategically incorporating gateways at important moments along the town core's edge can increase visual interest and intrigue. Effective use of this design element encourages visitors to explore.

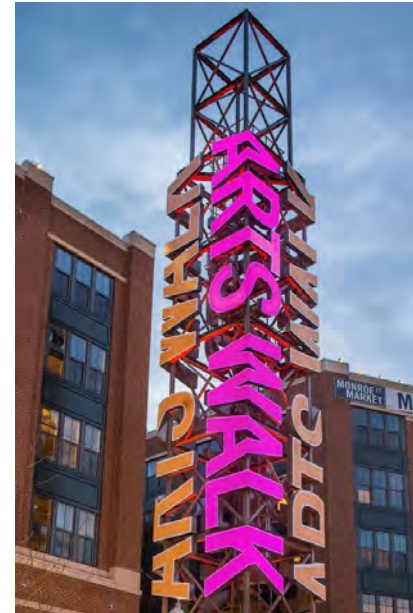
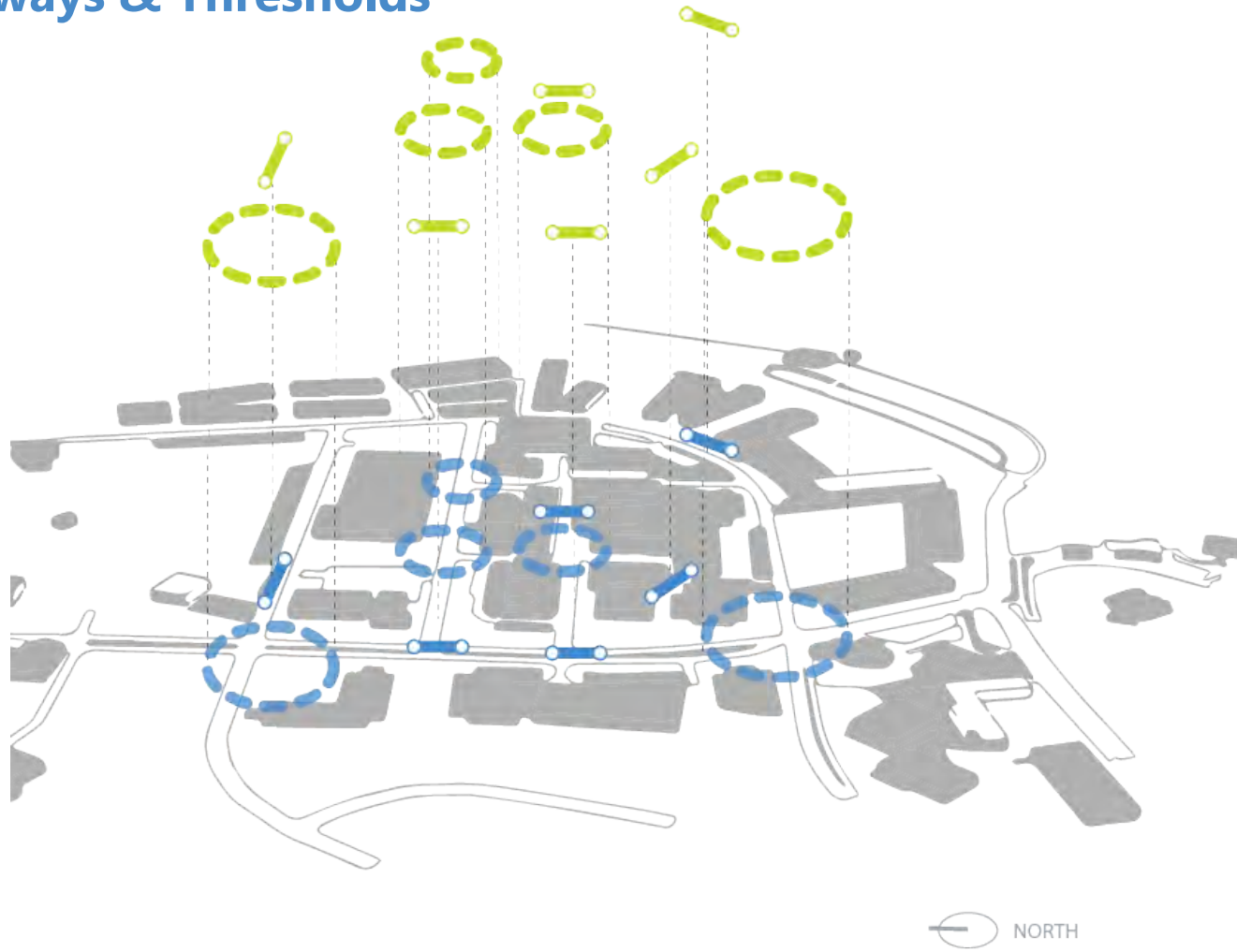
- Creates **visual connection** into town core
- Defines **design aesthetic**
- Determines moments of **transitioning space**



WALKABILITY ELEMENTS



Gateways & Thresholds



WALKABILITY ELEMENTS



Can we use the existing infrastructure of the town direct interest to the core?

Central Focus

Developing interest at a natural intersection in the heart of town can help direct visitors from outside destinations to the town core.

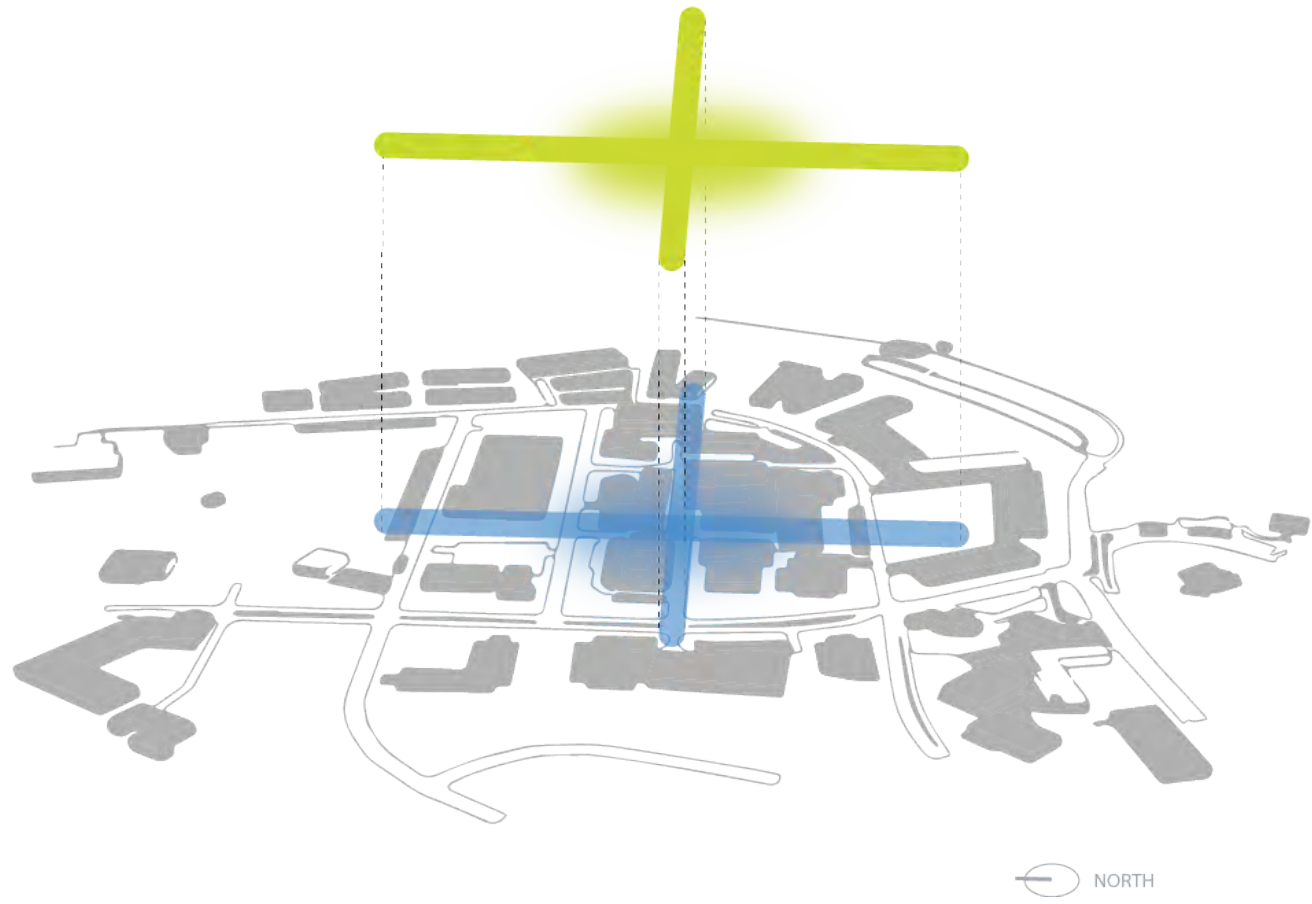
- Focusing **attention inward**
- Expanding on the idea of the **town's spokes**
- Encouraging **pedestrian movement**
- Center of the **town's spokes**



WALKABILITY ELEMENTS



Central Focus



WALKABILITY ELEMENTS



How design impact the speed of pedestrian movement?

Ebbs and Flows

Inspired by the concepts of eddies in a river, this design element aims to capture users in space for a moment of enhanced experience.

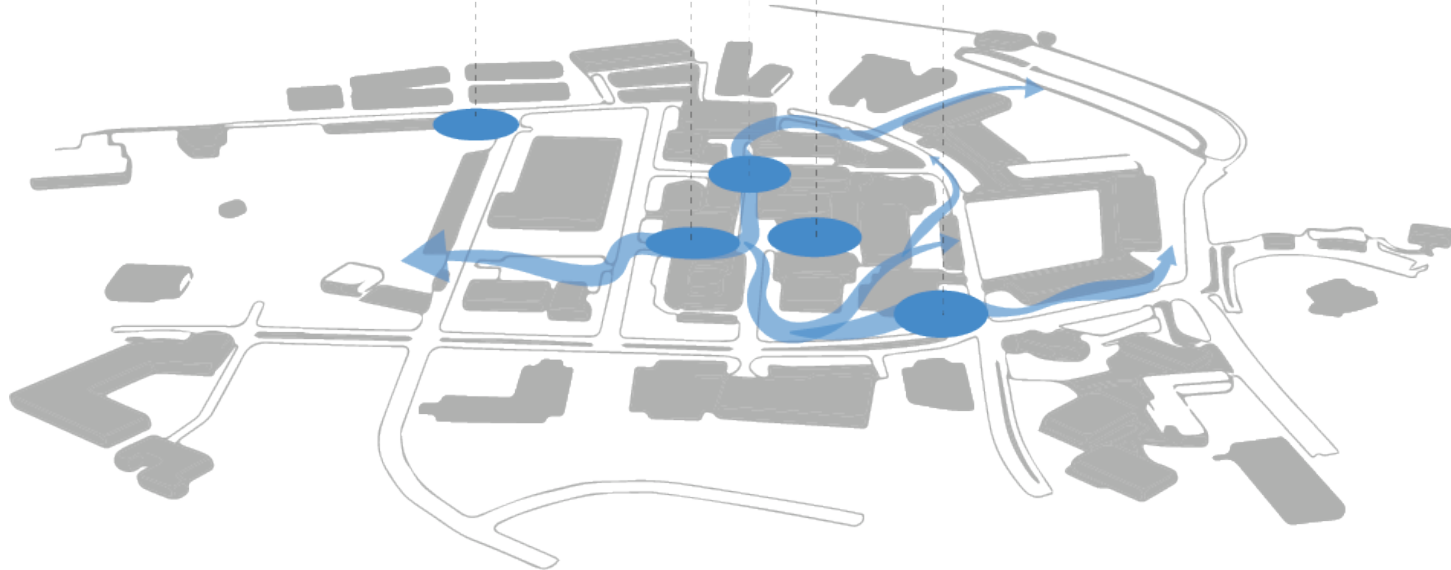
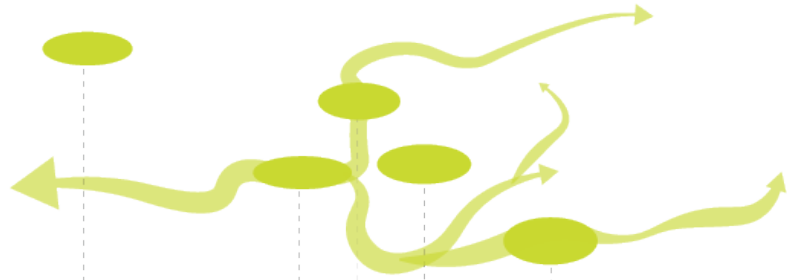
- Embracing Dillon's natural **nooks and crannies**
- **Slowing down** the pace of movement
- Sense of **discovery**



WALKABILITY ELEMENTS



Ebbs & Flows



WALKABILITY ELEMENTS



How can we use unique spaces that capture visitor attention?

Moments of Discovery

Leveraging the existing layout of the town to create unique circulation that leads to moments of discovery.

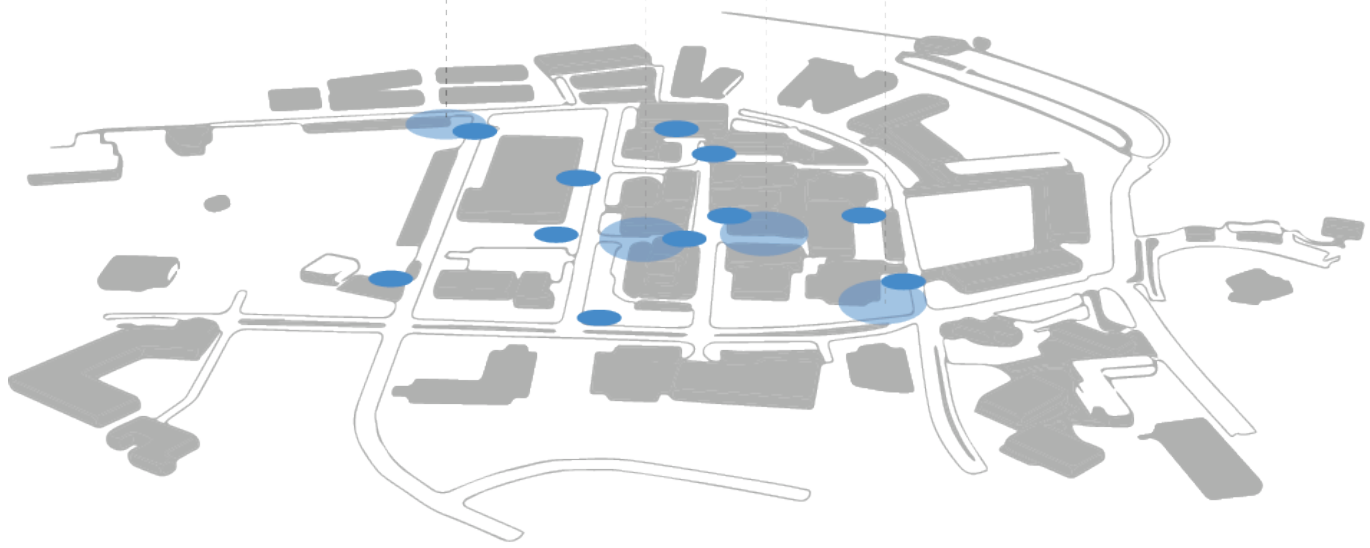
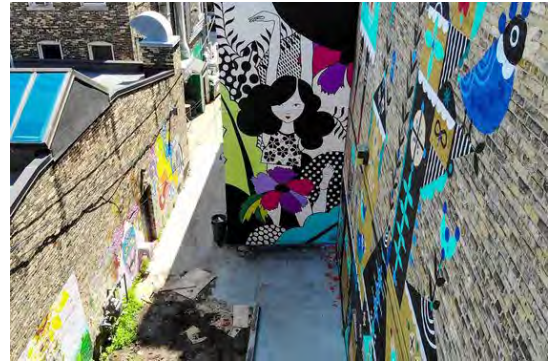
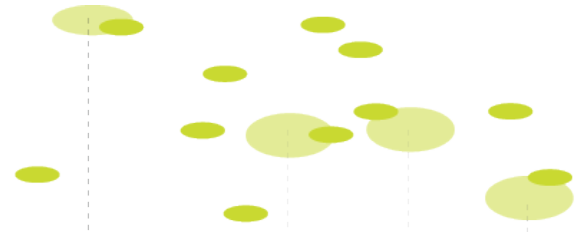
- Create a **pedestrian journey** or adventure
- **Maintain interest** throughout the town core
- Increased **pedestrian movement**



WALKABILITY ELEMENTS



Moments of Discovery



FRAMEWORK

FRAMEWORK

- ▶ Connect Important Areas to Town Core
 - Town Park
 - Marina
 - Amphitheater



FRAMEWORK

▶ Pedestrian Connectivity

PRIMARY PEDESTRIAN WAY



FRAMEWORK

► Special Features

- PRIMARY PEDESTRIAN WAY
- PEDESTRIAN FOCUS - WOONERF
- LINEAR PARK
- "THE DECK"



FRAMEWORK

- ▶ Areas of Opportunity
- ▶ Notable Scenic Views



FRAMEWORK

▶ Vehicular Circulation

- Shared streets
- Strolling streets



FRAMEWORK

- ▶ Town Core Center
- ▶ Enhanced Crossings
- ▶ Gateway Opportunities



WALKABILITY TYPOLOGIES

WALKABILITY TYPOLOGIES

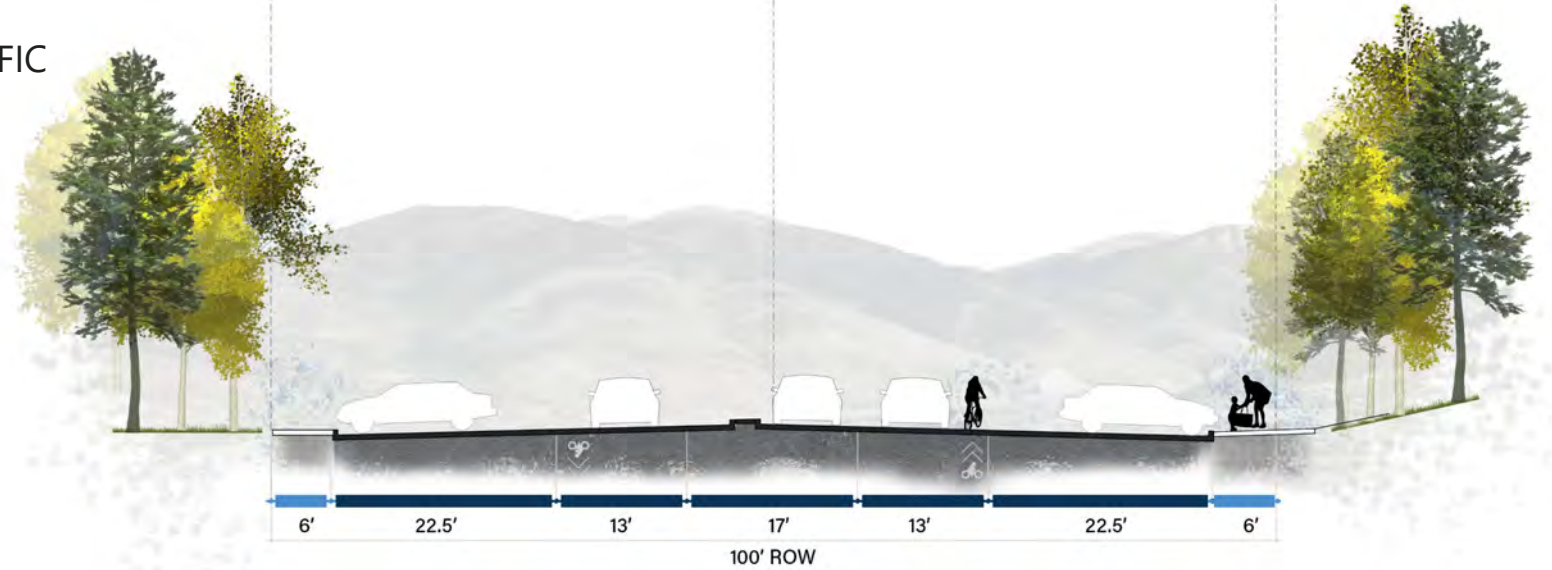
LAKE DILLON DRIVE – COLLECTOR TRAFFIC

GOALS

- ▶ Rebalance distribution among pedestrians, cyclists, and motorists
- ▶ Improve safety for all users
 - Slow traffic speeds
 - Shorten crossings
 - Clearly defining bike lane
- ▶ Flow

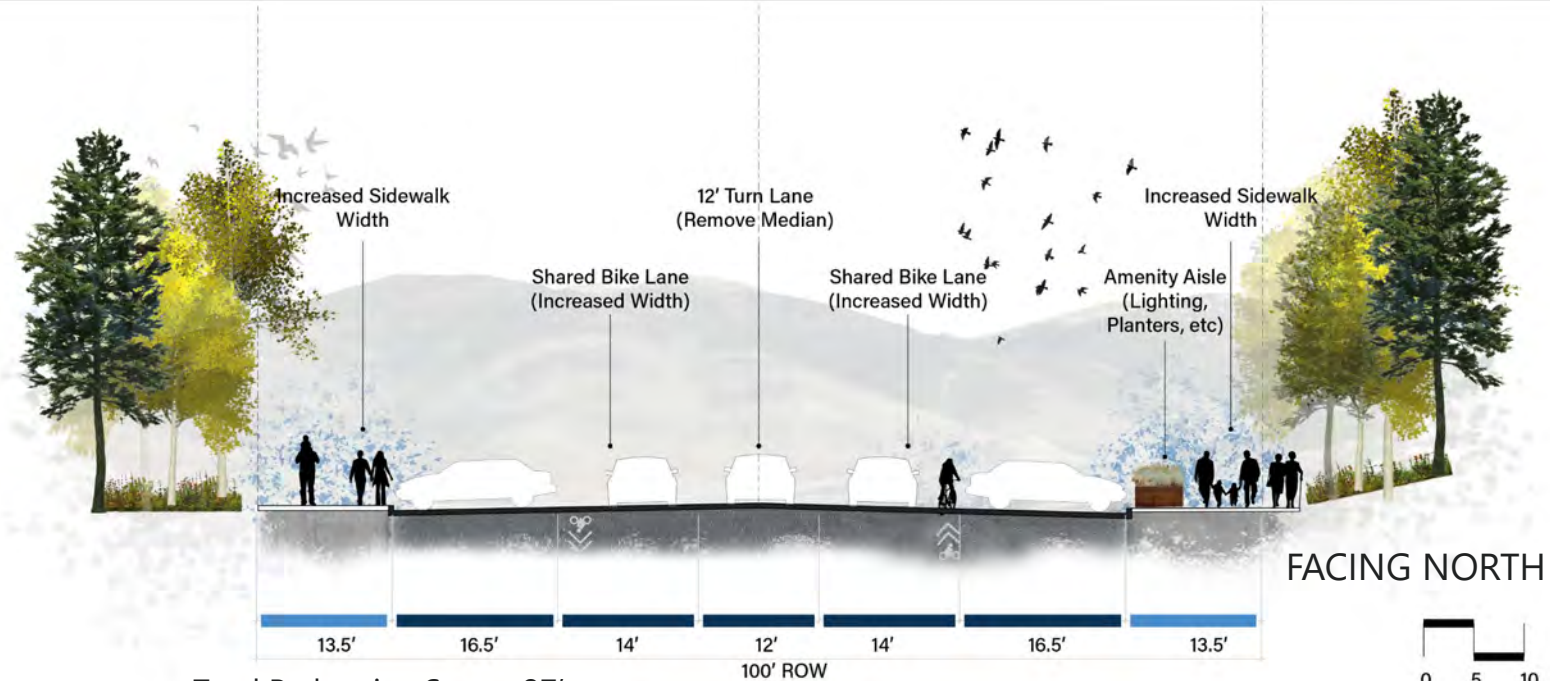


EXISTING



Total Pedestrian Space: 12'

PROPOSED – Option A



Total Pedestrian Space: 27'

WALKABILITY TYPOLOGIES

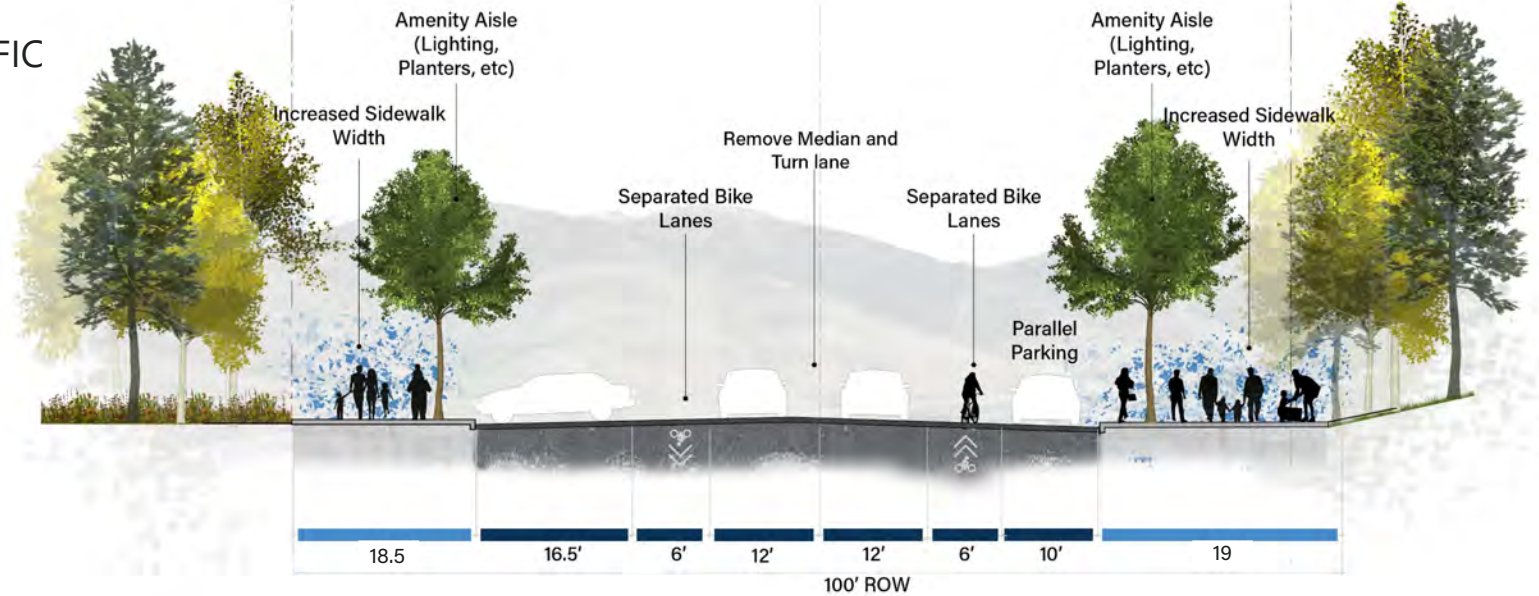
LAKE DILLON DRIVE - COLLECTOR TRAFFIC

GOALS

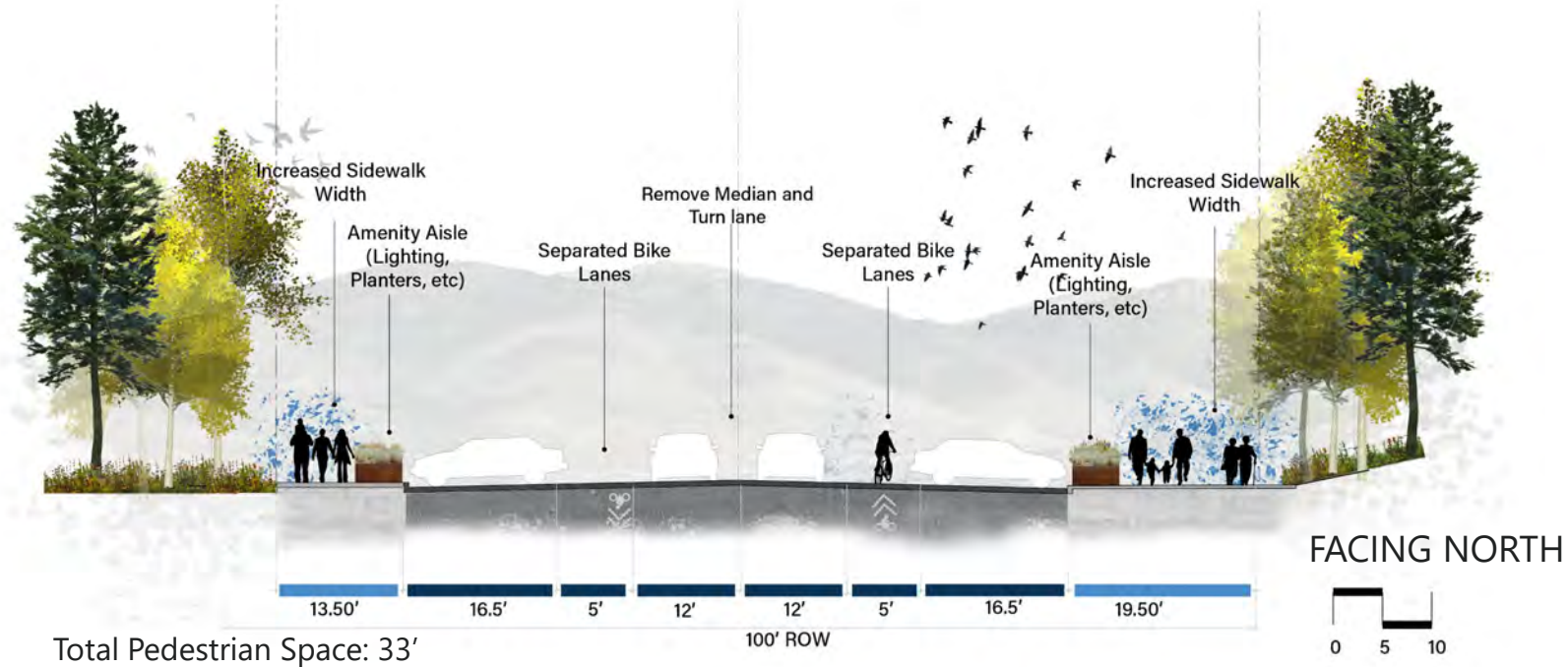
- ▶ Rebalance distribution among pedestrians, cyclists, and motorists
- ▶ Improve safety for all users
 - Slow traffic speeds
 - Shorten crossings
 - Clearly defining bike lane
- ▶ Flow



PROPOSED – Option B



PROPOSED – Option C

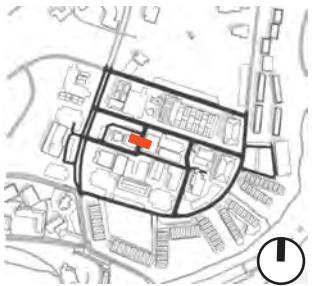


WALKABILITY TYPOLOGIES

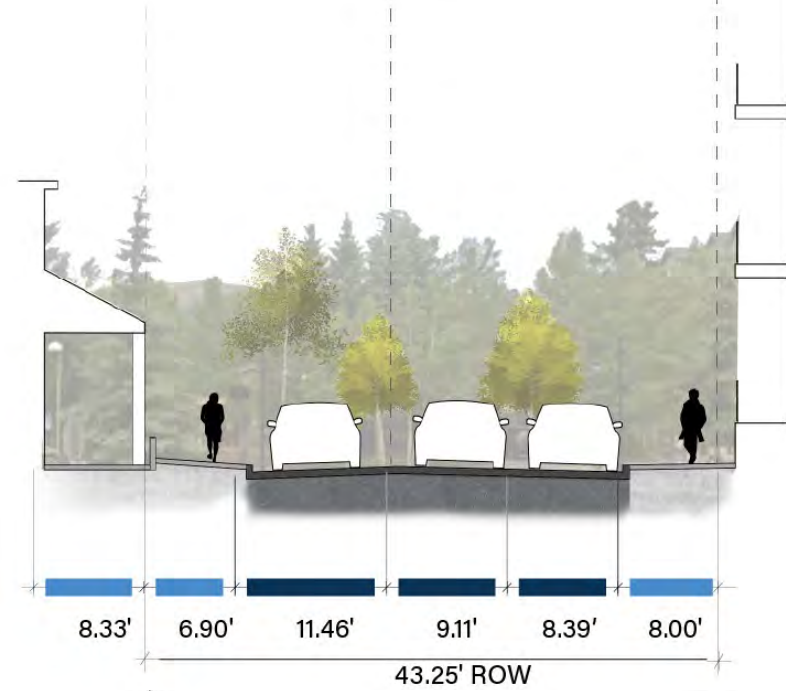
"SCHROEDER PARK" – LINEAR PARK

GOALS

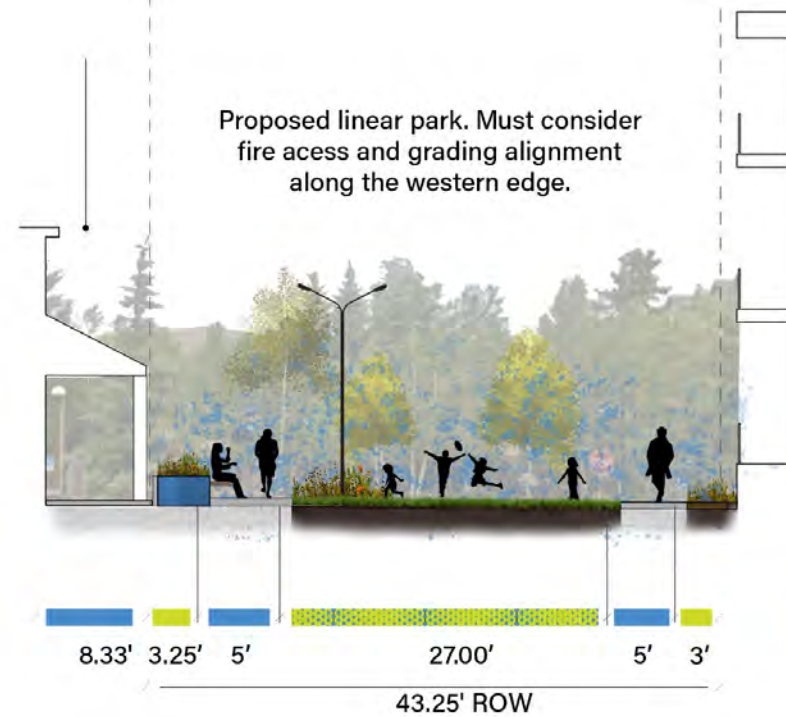
- ▶ Create linear park
- ▶ Provide sense of place to inhabitants
- ▶ Connection of Town Core to Town Park



EXISTING



PROPOSED



FACING NORTH



WALKABILITY TYPOLOGIES

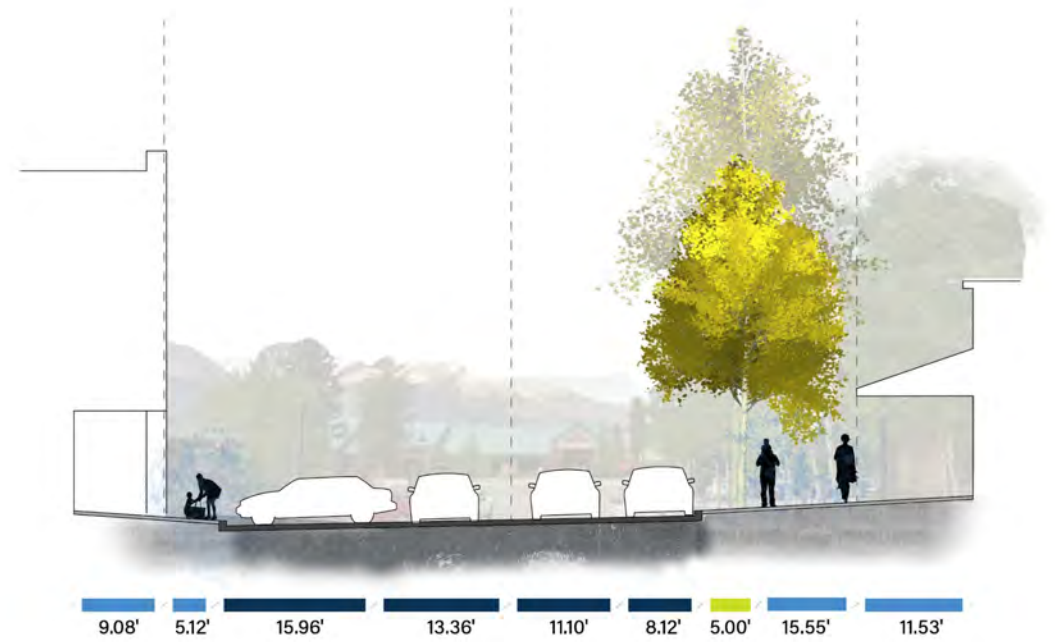
VILLAGE PLACE – POTENTIAL WOONERF

GOALS

- ▶ Create strong pedestrian flow to "The Deck"
- ▶ Gateway to Town Core

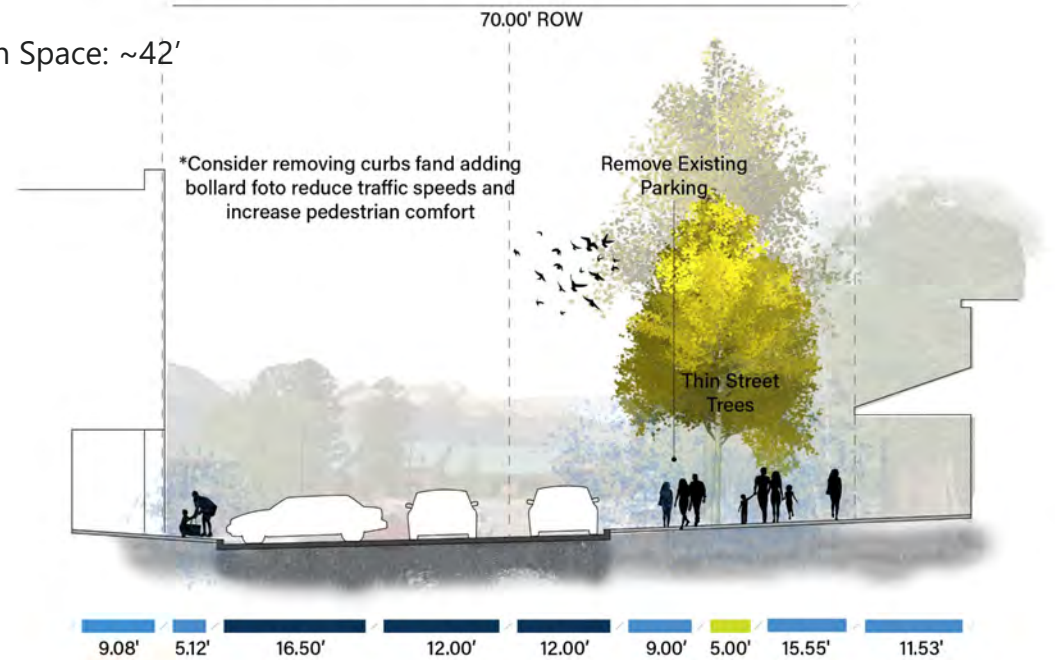


EXISTING



Total Pedestrian Space: ~42'

PROPOSED



Total Pedestrian Space: ~50'

70.00' ROW

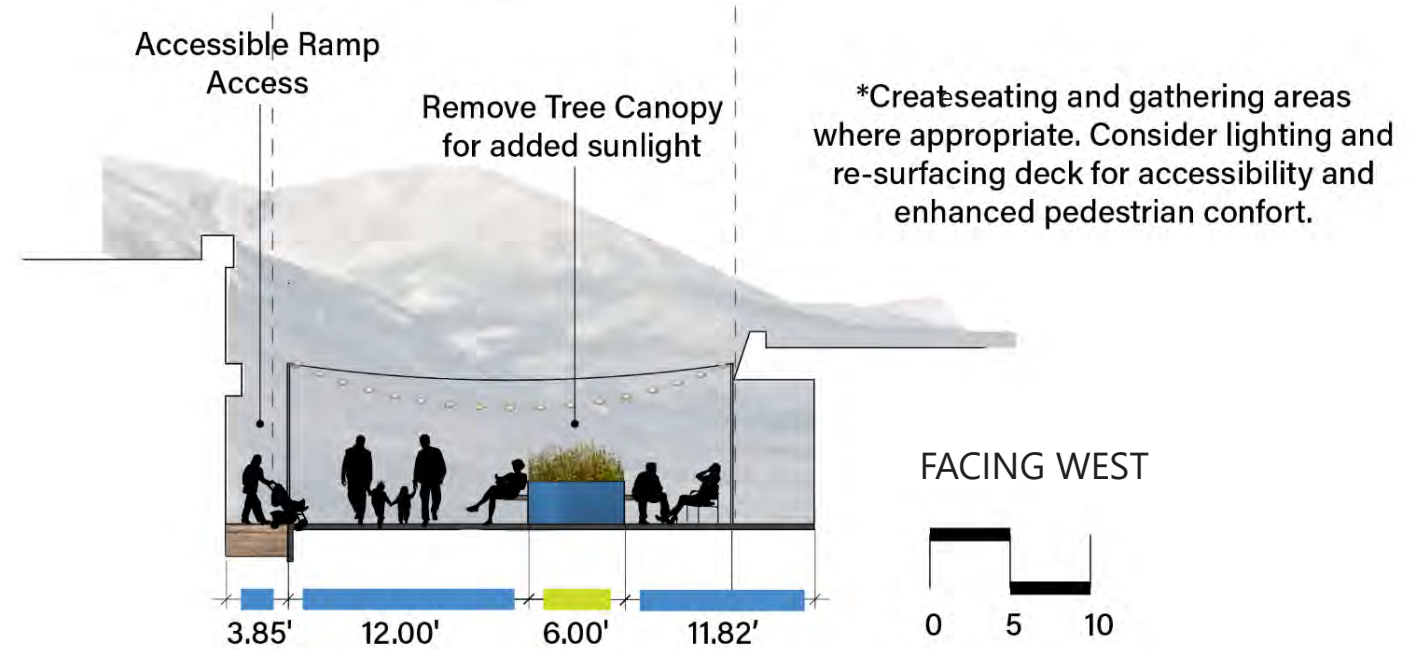
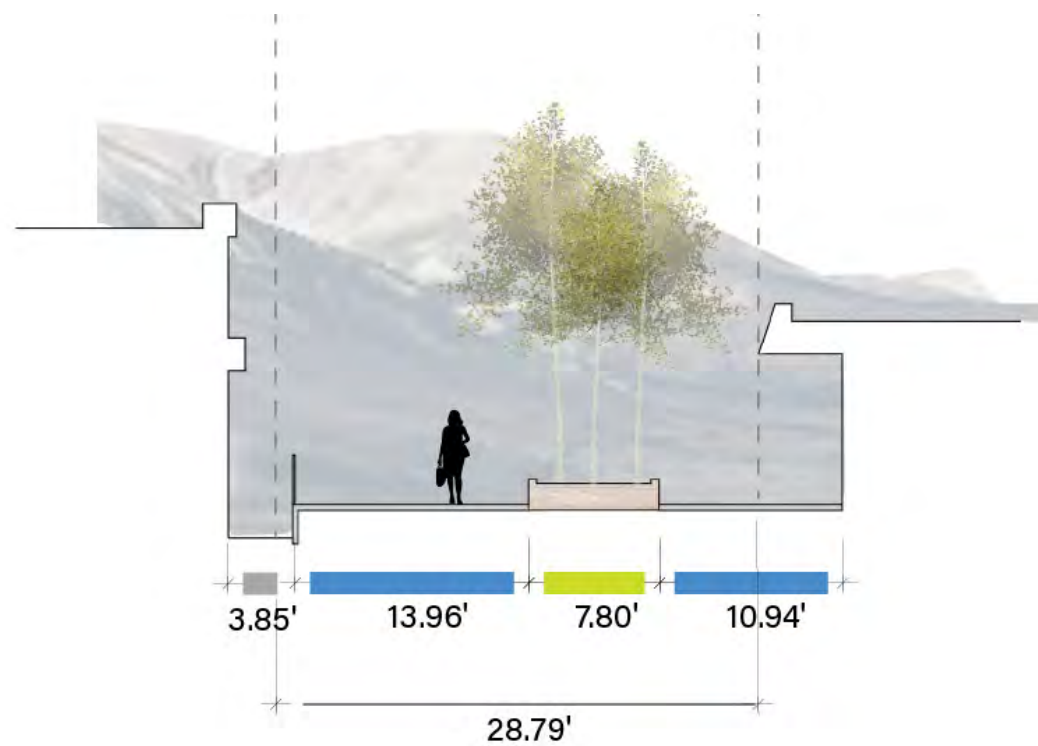
FACING WEST

WALKABILITY TYPOLOGIES

"THE DECK" - PEDESTRIAN PLAZA

GOALS

- ▶ Reinvigorate space
- ▶ Connect to Village Place
 - Ensure ADA accessibility
- ▶ Balance pedestrian ebb and flow
- ▶ Reduce unnecessary shade
- ▶ Reuse wood from removed trees on site



\ NEXT STEPS

- ▶ Questions?
- ▶ Confirm Framework
- ▶ Refine walkability sections
- ▶ Identify focus areas

PHASES:

- Master Plan Reworking
- **Town Core Walkability Design**
- Broader Connections
- Regional Trail System Master Plan

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