

## Overview

The Stakeholder Working Group Workshop was held on August 22, 2012 at the Glenwood Springs Community Center. The workshop focused on providing input on alignments and options still under consideration. Tradeoffs between community values or project objectives were discussed for the following alternatives:

- Alternative 1-A
- Alternative 1-B
- Alternative 3-A
- Alternative 3-D
- Alternative 3-E



**Alternative 1-A**  
New 4-lane Grand Ave. bridge on/near existing alignment



4 traffic lanes on the bridge



**Alternative 1-B**  
New 4-lane Grand Ave. bridge on/near existing alignment



4 traffic lanes on the bridge +  
a barrier-separated sidewalk



**Alternative 3-A (Intersection Option A)**  
SH 82 separated from 6th Street +  
Roundabout for local traffic at  
6th/Laurel



**Alternative 3-D (Intersection Option D)**  
SH 82 separated from 6th Street +  
"T" intersection to 6th/Pine  
for local access



**Alternative 3-E (Intersection Option E)**  
SH 82 separated from 6th Street  
+ Local access intersection to 6th  
Street

The Stakeholder Working Group attendees were asked to discuss what they liked about certain considerations, and what concerns they had and why. The topics were:

- Visual/Urban Design
- Pedestrian/Bicycle Network
- Traffic Operations

As the groups rotated to the three stations, they were asked questions that specifically related to the topics. The considerations and feedback received on them are summarized on the next pages.

## Visual/Urban Design

Consider what is important about the following topics for Alternatives 1-A, 1-B, 3-A, 3-D, and 3-E, and discuss:

- Impacts to view sheds
  - Hot Springs
  - Downtown
  - I-70
  - 7th Street
  - 6th Street pedestrian
- Aesthetic considerations
- Land use opportunities

### Input from SWG Members:

- Extending pedestrian bridge to 8th would bypass businesses on 7th
- Tie in 7th to connect with planned pedestrian/bike improvements along 7th
- Sidewalk on bridge puts pedestrians next to traffic
- Can Colorado Bridge Enterprise funds be applied to a new separate bike/pedestrian facility?
- Separated facility decreases traffic impacts. Connected facility may be a bike/pedestrian deterrent.
- Can you use sound walls to mitigate impacts?
- How can the bridge improve downtown viability?
- Multi-disciplining approach critical – CDOT, Downtown Development Authority, City of Glenwood Springs planners
- Concerns of complexity with roundabouts, or numerous turns Alternative 3 does not seem to address project goals as well as Alternative 1
- Does pedestrian bridge have adequate clearance over railroad?
- How wide is bridge?
- Existing bridge doesn't accommodate mixed bike/pedestrian or bicyclists on bikes
- Would Colorado Bridge Enterprise finance new pedestrian bridge? Depends on why you need to replace it.
- Business area width of bridge
  - Existing is 40 feet
  - Minimum width with lanes needs at least 51 feet (not including turn lane); translates to 24 feet to buildings/19 feet at 8th and Grand intersection
  - Adding a 12-foot sidewalk makes width 63 feet. (close Wing St.), translates to 14 to 20 feet to buildings/19 feet at 8th and Grand intersection
- Prefer mixed bike/pedestrian bridge
- Attached bridge – skateboarders – higher grade
- Grade of pedestrian ramp still fast
- Need view from 7th Street to new bridge (from Rib City).

- Pine St. wider - Alternative 3D
- Alternative 3E - similar to what exists in Denver Tech Center.
- 6th St.
  - Maybe have three lanes?
  - Diagonal parking
  - Would CBE make 6th St improvements? The project has to build intersections to make interchange work. Also, connect to 6th St.
- Visuals don't show possibilities with changed space.
- Who owns the "property"? 6th St - start of a river walk area - people can get out of cars
- Physical model - add DDA options?
- City may start looking at 6th St. development
- What is time frame for pedestrian bridge decision?
- How you construct the bridge might affect the pedestrian bridge
- Pedestrian bridge could be the more striking
- The smaller the bridge, the more you see the town
- Historic bridges are typically a "straight shot" - not curved

## Pedestrian/Bike Network

Consider what is important about the following topics for Alternatives 1-A, 1-B, 3-A, 3-D, and 3-E, and discuss:

- Current plans and network
- Options for accommodating bikes and pedestrians
- Access between Hot Springs area and downtown
- Access between downtown and hotels west of Laurel
- Access between Hot Springs area and hotels west of Laurel

### Input from SWG Members:

- Pedestrians want the most direct connections
- Keep pedestrians away from traffic
- Maintain views from pedestrian facility to Hot Springs Pool/river/downtown
- Need to be able to accommodate all active transportation – pedestrians/bikes/skateboards/pedestrians with luggage
- Current pedestrian bridge too narrow
- Alternative 3D does not reduce traffic on 6th as much
- Concern with pedestrian movements at circle
- Connections from Two Rivers Trail to canyon
- Alternative 1 (A or B) – pedestrian/bike at 6th and Grand is problematic
- Alternative 3D – bike/pedestrian connection from interchange to downtown circuitous
- Alternative 3A – consider option 1 plus leave the pedestrian bridge – would provide more connectivity
  - Would not need to make existing pedestrian bridge ADA with new trail on bridge
- Alternative 3A Option 1 does not provide direct north-south access
- Keep trail along the river
- 6th/Laurel roundabout would be pedestrian friendly
- Separate bikes/pedestrians from traffic
- Alternative 3D – Don't understand function of multiuse path on north side of new structure – what movement does it serve?
- Alternative 3A Option 1 does not accommodate pedestrian movements
- Alternative 3A – Why get rid of existing bridge?
- Alternative 3A – Roundabout not bike friendly

## Traffic Operations

Consider what is important about the following topics for Alternatives 1-A, 1-B, 3-A, 3-D, and 3-E, and discuss:

- Traffic simulation models
- Drive-thru simulations of options on north side
- Traffic circulation

### Input from SWG Members:

- Location of pedestrian buttons compared to crosswalks
- Location of crosswalk at roundabouts
- Alternative 3A intersection at River Road confusing. (For the driver, fairly typical "T" intersection)
- Island for Alternative 3 provides landscape opportunities
- How would pedestrians cross from 6th St.? (they normally walk from hotels on south side of 6th)
- How much does intersection cost impact overall project?
- How can construction traffic be mitigated by alternative connections at 8th or 14<sup>th</sup> or Devereaux
- Are driving experiences going to be better by having so much infrastructure?
- Alternative 1 - What are the right-of-way impacts to Shell Station?
- Alternative 3 greatly reduces vehicle traffic on 6th east of Laurel and reduces pedestrian issues
- In 31 years owning station not much experience with pedestrian accidents
- Goal is to get "to" downtown not "thru"
- Like pedestrian connection on Alternative 3 on north side of bridge
- Goals for simplified intersection
- Alternative 3 less use of convenience stops (gas, snacks, bathroom) (elimination of Shell Station)
- Interest in differences between traffic volumes between Alternatives 1 and 3
- Create less traffic on 6th - improved pedestrian use
- Why does off ramp on Alternative 3E have separated right turns?
- Why couldn't you use Alternative 1 with a roundabout?
- Aesthetically pleasing roundabout better
- Roundabout more confusing for pedestrians