



## City of Glenwood Springs Transportation Commission Bicycle-Pedestrian Subcommittee

**May 11, 2021 7:30 AM**

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/87837435929>

- i.* Review and revise priority-ranking recommendations for bicycle and pedestrian **capital projects** (*see attachment*)
- ii.* Clarify proposed third, possibly fourth, **categories** for ranking projects
  - maintenance/repair/SWAT projects
  - smaller projects (~\$50,000)
- iii.* Bi-ped refinements for **6th Street renovation** (RFP for design is out now) (*see attachment*)
- iv.* Consider bi-ped components for **TDM initiative**

## 6<sup>th</sup> Street Corridor reconstruction/rehabilitation

recommended refinements to 2017 corridor master plan

first composed 2017, May 2021

### Phased implementation of master plan *(if necessary)*

- 1 – Implement full design, Olive to Laurel
- 2 – Mark bicycle boulevard, north neighborhood
- 3 – Reconsider/redesign Pine Street pavement markings
- 4 – Implement additional components, Vapor Caves to Devereux

### Infrastructure details

- Separated north-side bicycle path and buffer, Pine to Laurel, should be raised and separated from street with curb and gutter (*not clear from plan renderings, see Appendix B, p. 2*)
  - North-side bicycle path, Pine to Laurel, should be 10 feet wide (*8' in plan, ibid*)
  - North-side bicycle path, east of Pine, should be 10 feet wide (*8' in plan, see appendix B, p. 3*)
  - Laurel Street east-side walk should be wider—at least 6', preferably 8' (*west-side multiple-use path could be correspondingly narrowed to 10 feet, see Appendix B, p. 5*)
  - All crosswalks should be zebra-stripes/piano-keys with durable pavement markings, with stop bars where appropriate (*not colored concrete*)
  - All crosswalks should be at least 8 feet wide, preferably 10 feet
  - All on-pavement bicycle lanes should be marked with high-contrast white stripes (*not colored paint shown in plan, Appendix B, p. 7*)
  - Add user-activated rapid flashing beacon at crosswalk at tunnel path
  - Reconfigure bicycle-pedestrian continuity a gas station east of Laurel
    - Remove/reduce sign-posts clutter
    - Install pavement-marked crosswalks across driveways
    - Reconfigure Laurel roundabout arm to avoid car-loading in crosswalk
  - Widen curb-cuts a bicycle-pedestrian crossing of Laurel
- Eliminate or minimize use of “sharrows” pavement markings
- Widen curb-cuts and crosswalk, bi-ped bridge north landing (*rec. 10 feet*)

**Glenwood Springs Transportation Commission  
Bicycle-Pedestrian Committee  
background for May 11, 2021 agenda**

**Annual review of capital projects ranking**

*Context*

- Of the ~50 capital projects originally outlined in the city's **Long Range Transportation Plan 2015-2035** (LRTP), ~30 remain unfinished; all but one of those (*south bridge*) are bicycle-pedestrian improvements; two primarily motor projects have been added since (*8<sup>th</sup> Street reconstruction & 6<sup>th</sup> Street renovation*), both with bi-ped components

- Some **projects have shifted in ranking** with the 2015 plan was published, typically in response to funding and/or partnership opportunities

- Transportation Commission and city staff have countenanced establishing a **third category for transportation projects**—maintenance/repair/SWAT tasks—to be integrated into annual and monthly work plans for public works, streets, and parks

- An additional possibility is creation of a third **category for smaller projects** (far less than the \$1million cap for “small” projects)

- The current annual review is an opportunity to **add projects** to the overall list of recommendations and ranking

- **Criteria** for ranking projects outlined in the 2015 LRTP are *improves safety; improves connectivity; transportation efficiency; expands multi-modal options; enhances quality of life; reduces congestion; minimizes impacts to the environment; ease of implementation; integrates land use goals and plans; improves access to schools*

*Remaining projects*

from 2015 LRTP

- 1 – 8<sup>th</sup> street on-street bicycle
- 2 – *south bridge*
- 6 – midland on-street bicycle north of 27<sup>th</sup>
- 7 – 6&24 path rebuild laurel to mel ray
- 9 – 7<sup>th</sup> RRFB
- 11 – soccer field RRFB
- 12 – blake sidewalks rebuild/gaps east side
- 13 – mount sopris/mid RRFB
- 14 – 135 road RRFB
- 15 – south blake sidewalk & bicycle 23<sup>rd</sup>-27<sup>th</sup>
- 16 – north glenwood bicycle boulevard
- 19 – 7<sup>th</sup> on-street bicycle lanes (*partially completed*)
- 20 – devereux multi-modal bridge (across river to midland)
- 23 – wayfinding two rivers park to glenwood canyon
- 24 – school street sidewalks 8<sup>th</sup>-11<sup>th</sup>
- 26 – 27<sup>th</sup> path south side
- 27 – LoVa trail

- 28 – atkinson trail to park east trail
  - 30 – grand/15 grade-sep crossing
  - 31 – 6<sup>th</sup>/laurel bi-ped improvements
  - 32 – 12<sup>th</sup> ditch underpass
  - 33 – RGT @ 11<sup>th</sup>
  - 34 – four mile road on-street bicycle
  - 35 – colo river path 10' (two rivers park to whitewater area)
  - 36 – 23<sup>rd</sup>/grand grade-sep crossing
  - 38 – Roaring Fork multi-modal bridge @ mount sopris
  - 40 – 22<sup>nd</sup> atkinson-rgt bridge
  - 41 – coach miller sidewalk
  - 42 – 23<sup>rd</sup>/grand intersection reconfigure (refuge island)
  - 44 – glen avenue multi-use path blake to commerical area
- added since 2015
- 8<sup>th</sup> Street reconstruction
  - 6<sup>th</sup> Street corridor renovation

*Possible bi-ped additions*

- **Reconstruct 8<sup>th</sup> & Midland intersection**—narrow or eliminate merge lane; improve bicycle and pedestrian crossings and paths (*probably large list, free-standing or part of 8<sup>th</sup> reconstruction?*)
- **Widen West Midland path segment**, Overlin Drive to existing 10' path (*probably small list?*)
- **Remove or cover unused railroad tracks**, 7<sup>th</sup>, 27<sup>th</sup>/Glen *e.g.* (*probably small list or part of streets reconstruction?*)
- **Rebuild existing South Glen sidewalk** to eliminate parking intrusions (*perhaps add to #44 above*)
- **Clarify, improve traffic movement efficiency on South Blake**, north and south of 27<sup>th</sup> (*including bi-ped features*)
- **Reconfigure Soccer Field Road/6&24 intersection** to improve school-access safety (*including bi-ped features*)

**Preliminary, conversation-starter, bi-ped projects ranking**

*Large (>\$1 million)*

- 1) 6<sup>th</sup> Street corridor renovation
- 2) 6&24 bicycle path rebuild
- 3) 8<sup>th</sup>/Midland, reconstruct with bi-ped safety improvements (*assuming interim measures meanwhile, below*)
- 4) 8<sup>th</sup> Street full rebuild (*assuming interm measures meanwhile, below*)

*Small (<\$1 million)*

- 1) West Midland path widen, Overlin to existing wide path
- 2) 8<sup>th</sup>/Midland merge constrain (*interim to full reconstruction*)
- 3) Devereux bi-ped bridge connect to 6&24
- 4) 23<sup>rd</sup>/Grand reconfigure
- 5) 12<sup>th</sup> Street Ditch full rebuild

*Smaller (~\$50,000)*

- 1) rapid flashing beacons (8<sup>th</sup>/7<sup>th</sup>, 114, 6&24 various)

*Maintenance/repair/SWAT (assuming RiverTrail connections are soon completed at Coach Miller, 12<sup>th</sup> Street; 27<sup>th</sup> underpasses stay on track)*

- 1) Midland/Overlin, repair concrete path damage
- 2) 6&24 path repairs
- 3) 8th crosswalks replace, including rapid beacon @ 7<sup>th</sup> (*interim to full reconstruction*)
- 4) Blake Avenue bicycle lane repaint (*constrain intruding car parking*)
- 5) 6&24 path drainage interim
- 6) 12th Street ditch interim improvements
- 7) Three Mile Creek path, repair soft path erosion (*sharp drop @ path edge*)

### **6<sup>th</sup> Street corridor renovation**

- *Downtown Development Authority* has issued request for proposals to complete design, based on *6<sup>th</sup> Street Corridor Master Plan*

<https://www.ci.glenwood-springs.co.us/394/6th-Street-Corridor-Master-Plan>

- New grant sources have emerged; success of city applications appears likely
- Steve has delivered to Jenn O. collection of recommended clarifications/refinements to 6<sup>th</sup> Street master plan (*developed over recent years in consultation with Glenwood Springs Bicycle Advocates ambassadors, 6<sup>th</sup> Street team member Lee Barger, Tanya Allen, and Linda DuPriest*)—*please see separate attachment*