



# **Grand Avenue Traffic Calming Plan**

**Traffic Committee Report to Glenwood Springs City Council**

**Adopted by City Council December 1, 2005**

## **Grand Avenue Traffic Calming Plan**

The Glenwood Springs City Council unanimously adopted this Grand Avenue Traffic Calming Plan on December 1, 2005 with the following motion:

**“Councilor Beckwith moved, seconded by Councilor McGovern, to enthusiastically accept the Traffic Efficiency Ad Hoc Committee’s recommendation for the Grand Avenue Traffic Calming Plan, with the exception of Item No. 8.”**

Item No. 8 refers to the eighth bullet of Project 2 from the Project List on Page 21 of this Plan which reads “Construct a 2-lane Neighborhood connector road on or near the Railroad Corridor (networks to 8<sup>th</sup>, 9<sup>th</sup>, 11<sup>th</sup> and 14<sup>th</sup> streets)”. Users of this plan should recognize that any references to that connector road in the text or diagrams of this plan are not part of the adopted Grand Avenue Traffic Calming Plan.

# Grand Avenue Traffic Calming Plan

## Table of Contents

<i>Introduction</i> .....	3
<i>Grand Avenue Traffic Calming Plan — Goals and Objectives</i> .....	4
<i>Traffic Calming Charrette</i> .....	4
Charrette Basics.....	4
The Glatting-Jackson Charrette .....	4
The Glenwood Springs Charrette .....	4
“Ideas for Calming Traffic (Children)” – Responses .....	5
<i>Ad Hoc Committee Grand Avenue Traffic Calming Plan Presentation</i> .....	6
Quote From CDOT.....	8
Charrette Value Statement .....	8
Charrette Major Priority List: .....	9
Charrette Detailed Priority List:.....	9
Roundabout Strategies:.....	10
Median Strategies: .....	12
Gateway Strategies: .....	15
Connections and Links:.....	16
Convert to Two-Way .....	17
Promote Walkability Downtown.....	18
Complete the Bicycle System .....	19
<i>Project List 1 – Grand Avenue Calming Projects</i> .....	20
<i>Project List – (Project 2, 3, and 4)</i> .....	21
<i>Committee Recommendations</i> .....	22

# **Grand Avenue Traffic Calming Plan**

## ***Introduction***

The citizens of Glenwood Springs place a high value on the “livability” of our downtown and our neighborhoods. Intrusions that can negatively impact this livability are: excessive speed on local streets such that residents feel unsafe, lack of marked bicycle lanes on streets, lack of marked walkways that interconnect between neighborhoods and downtown shopping areas and malls, lack of coordinated planning for auto, bicycle and pedestrian synergistic movement within the boundaries of Glenwood Springs. All of these need to be a part of the coordinated Traffic Calming Policy.

Traffic has become an important issue throughout the valley and is having an increasing impact on streets in Glenwood Springs. Given the mix of residences and businesses in Glenwood Springs, many of our streets, even high volume streets, have homes fronting on them. A growing number of people are concerned about the conflicts they see arising between the automobile, bicycles and the walkability within all parts of Glenwood Springs.

This Traffic Calming Program is part of Glenwood Spring’s commitment to the safety and livability of residential neighborhoods. Under this program, City staff works closely with residents within neighborhoods to identify the type and severity of all traffic or safety problems on their streets. Identified problems are first tackled using traditional solutions such as enforcement and education techniques/measures which address all movement of cars, people and bicycles in the area affected. If the more traditional measures prove to be ineffective in dealing with the problem, a variety of traffic calming measures are available.

A crucial part of resolving traffic issues is working with the residents to identify a traffic-calming device or method that is both acceptable to the residents and has a reasonable likelihood of solving or minimizing the problem. If the required approval by residents and City Council is obtained, the City installs traffic calming devices in an effort to reduce the speed/ and improve the flow of neighborhood traffic.

Critical traffic issues along the Grand Avenue/Route 82 corridor have prompted the need for additional professional expertise. The consulting firm of Glatting-Jackson was retained to lead the community in intensive meetings to determine the citizen’s values, goals and requirements relating to traffic. Dan Burden and Troy Russ, who are consultants with Glatting-Jackson, facilitated the community events, and this exercise resulted in a vision for mitigating the effects of increased traffic in Glenwood Springs.

The remainder of this document will discuss the process, the findings and will conclude with an action plan for implementing traffic calming treatments.

# **Grand Avenue Traffic Calming Plan**

## ***Grand Avenue Traffic Calming Plan — Goals and Objectives***

The primary purpose of Grand Avenue traffic calming is to enhance safety, reduce noise, and encourage pedestrian and bicycle traffic in the downtown area. The traffic calming plan has been developed in recognition of the experiences and practices of other jurisdictions, and incorporates the best practices among these jurisdictions. The selected traffic calming projects will assist the town in addressing its goals for Quality of Life and Infrastructure Management.

## ***Traffic Calming Charrette***

### ***Charrette Basics***

The French word, "Charrette" means "cart" and is often used to describe the final, intense work effort expended by art and architecture students to meet a project deadline. This use of the term is said to originate from the École des Beaux Arts in Paris during the 19th century, where proctors circulated a cart, or "charrette", to collect final drawings while students frantically put finishing touches on their work.

### ***The Glatting-Jackson Charrette***

The Glatting-Jackson Charrette combines this creative, intense work session with public workshops and open houses. The Charrette is a collaborative planning process that harnesses the talents and energies of all interested parties to create and support a feasible plan that represents transformative community change.

### ***The Glenwood Springs Charrette***

The charrette in Glenwood Springs was held July 19 – 21, 2005. Key elements of the charrette consisted of documenting the core values of the citizens and building lists of requirements and ideas that will lead to an overall solution for traffic calming. The first table shows the results of the question "what one word describes the reason you live here in Glenwood Springs". The second and third table list ideas for traffic calming. Based on citizen values, ideas and their understanding of the environment, Glatting-Jackson consultants constructed a visual recommendation that was presented to city council members and interested citizens.

## **Grand Avenue Traffic Calming Plan**

### ***“Ideas for Calming Traffic (Children)” – Responses***

Question: What do you want to see downtown?

Response

- Community Garden
- Medians w/flowers on Grand Avenue
- Roller Rink & Bowling Alley
- Dog Park
- Kids play area – ropes course, climbing rocks
- Trees / more bushes
- Library
- Toy Store/ Pet Store
- Play Areas
- Arcade / Mini Golf
- Train/Light Rail on Colorado
- Ped Bridge to Veltus Park
- Trails / tram
- Observatory tower
- Swing / Slide
- Fishing Pond

# Grand Avenue Traffic Calming Plan

## Ad Hoc Committee Grand Avenue Traffic Calming Plan Presentation



### Traffic Efficiencies and Bike and Pedestrian Utilization ADHOC Committee

Grand Avenue Traffic Calming Plan

-

Pilot Project Statement of Work

-

Work Session

September 1, 2005

### Agenda

---

- Background
- Traffic Calming Plan Review
- Pilot Project Overview
- Recommendations

## Grand Avenue Traffic Calming Plan

### *Background*

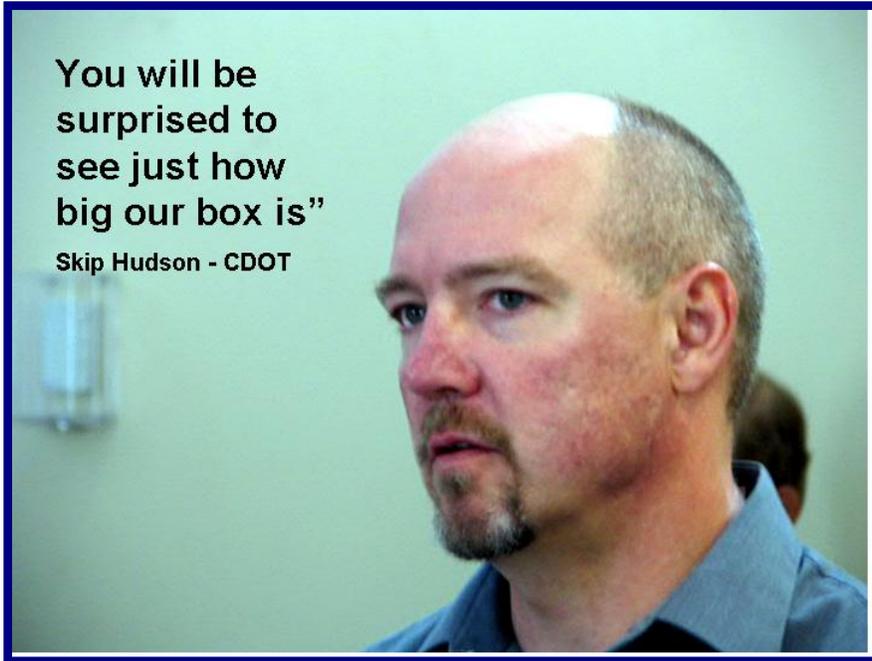
- Committee's first meeting was 2/1
- Core membership is about 10 citizens and 2 city staff members
- Charter... 3 deliverables
  1. Street Standards documentation
  2. Traffic Calming Policy
  3. Grand Avenue Traffic Calming Plan
    - Route 82 bypass not to be considered
    - Midland avenue not to be considered

### *More background....*

- “Don't Re-invent the wheel” - many other cities have gone through the process...benefit from their knowledge
- Acknowledgements:
  1. Dan Burden & Troy Russ of Glatting-Jackson.
  2. Mark Henthorn, for his drawings.
  3. MUTDC – (Manual on Uniform Traffic Control Devices).  
Published by the Federal Highway Administration
- Overall plan was developed from the Charrette held in Glenwood Springs July 19-21.
- Summary of Dan & Troy's presentation to follow....

# Grand Avenue Traffic Calming Plan

## *Quote From CDOT*



## *Charrette Value Statement*

**Charrette Value Statement:**

- Friendly
- Small Town Feel
- Peace and Quiet
- Recreation/Out-of-Doors
- Sense of Community
- Beauty Outdoors River
- Business/Opportunity
- Four Seasons
- Green Walkability/bikeability
- Safe
- Mountains
- Unique



## Grand Avenue Traffic Calming Plan

### *Charrette Major Priority List:*

#### **Charrette Major Priorities:**

- Reclaim the downtown
- Colored and planted medians
- Improve tourist walking experience
- Maximize pedestrian access
- Improve trail system
- Angle parking
- Back-in parking

### *Charrette Detailed Priority List:*

#### **Charrette Detailed Priorities:**

- 1 Install Roundabouts
- 2 Address the chokepoints (e.g., bridges)
- 3 Enhance mass transit
- 4 Green it up
- 5 Keep the traffic moving thru on drive to Aspen
- 6 Address Pedestrian/Bicycle safety
- 7 Get traffic off of Grand Avenue by adding a route
- 8 Install Gateway entries
- 9 Implement a bypass/address thru traffic
- 10 Don't move problems to residential areas
- 11 Address noise issues
- 12 Address a funding mechanism

# Grand Avenue Traffic Calming Plan

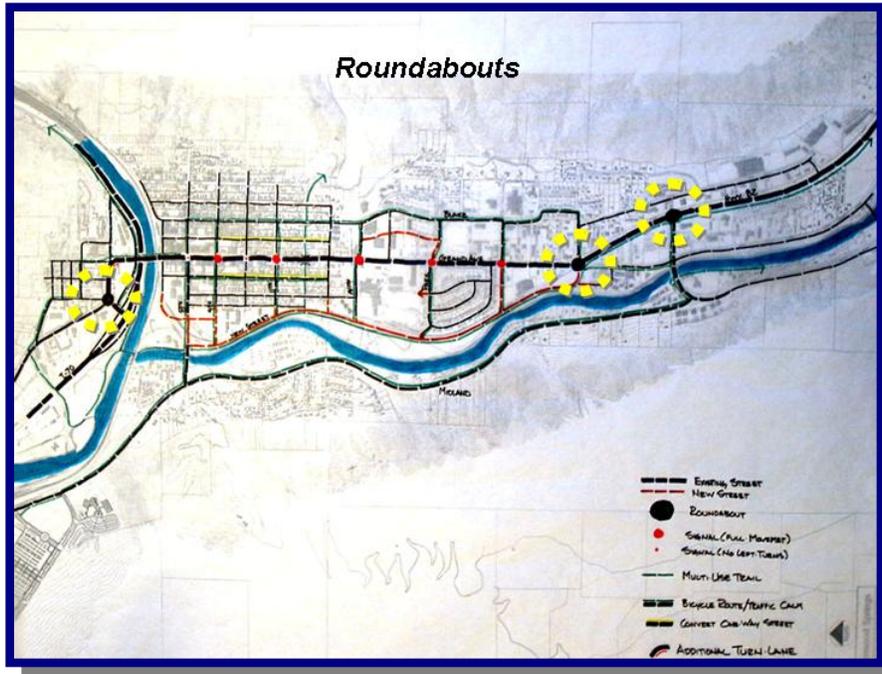
## *Roundabout Strategies:*

### Roundabouts

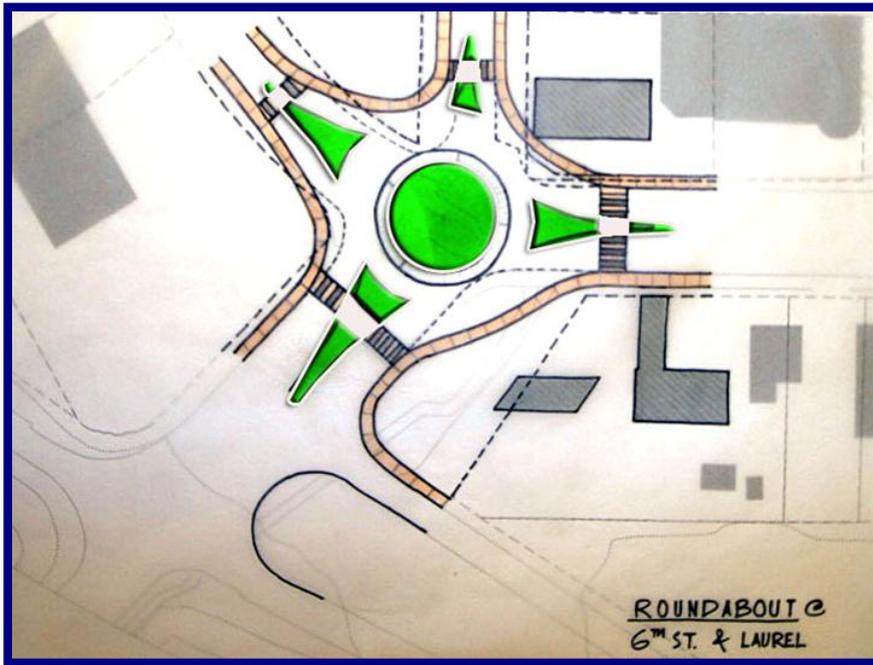
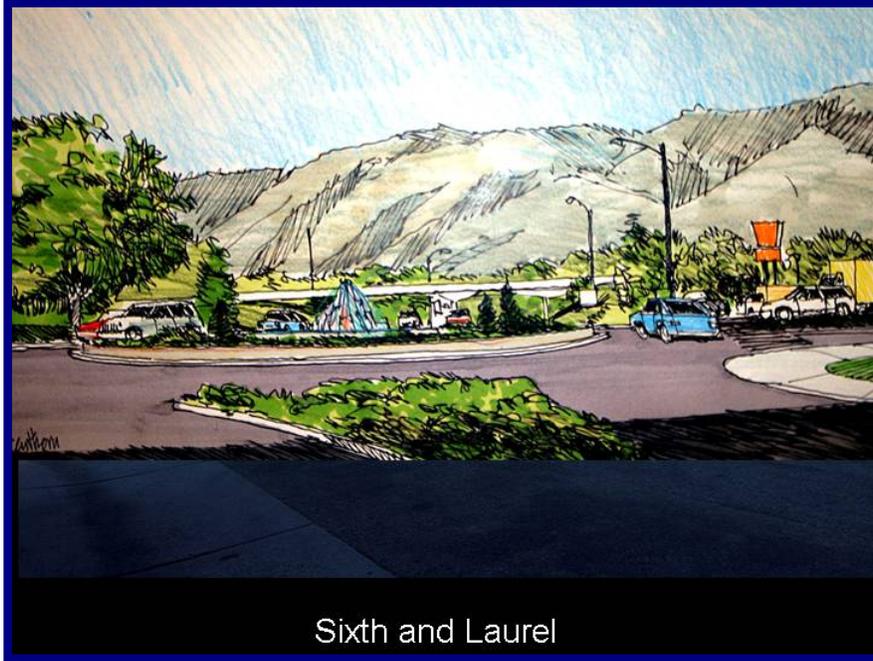
#### Roundabout benefits

- Use to reduce delays to motorists and pedestrians
- Use to improve corridor travel times
- Use to reduce crashes (up to 90% personal injury reduction)
- Use to create gateways and calm traffic in key locations
- Use to reduce overall number of lanes on some streets

Roundabout examples from other cities.



# Grand Avenue Traffic Calming Plan



# Grand Avenue Traffic Calming Plan



## *Median Strategies:*

### **Medians**

**Benefits**

- Lanes appear narrower, traffic slows
- Allows for pedestrian safety islands
- Trees absorb sound
- Medians enhance walkability

**Features**

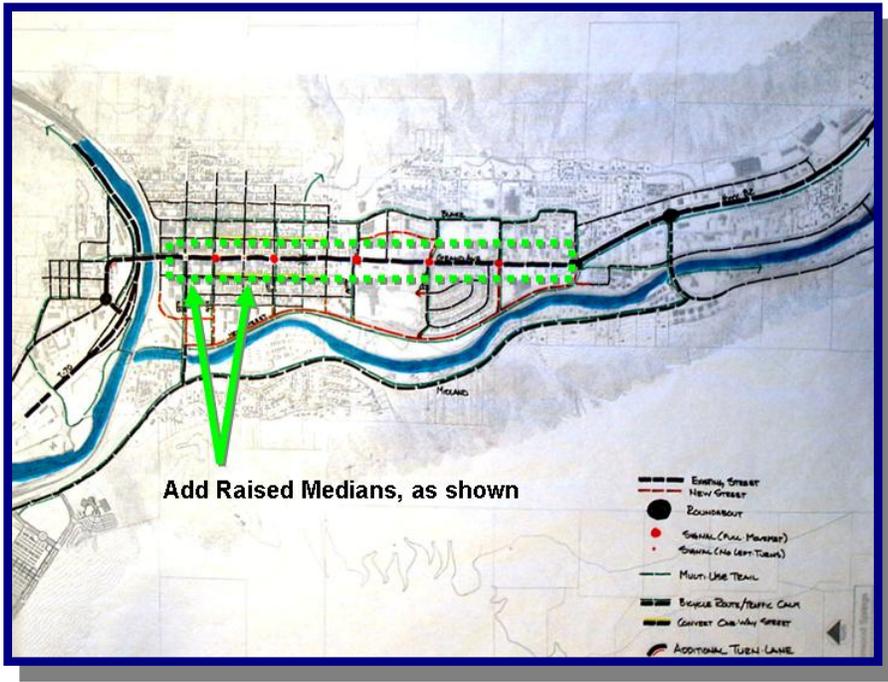
- Keep ground cover to 2.0 feet
- Under trim trees to 7' feet
- Keep large caliper trees back 15-150 feet
- Add color to nose
- Use feature lighting at night

# Grand Avenue Traffic Calming Plan

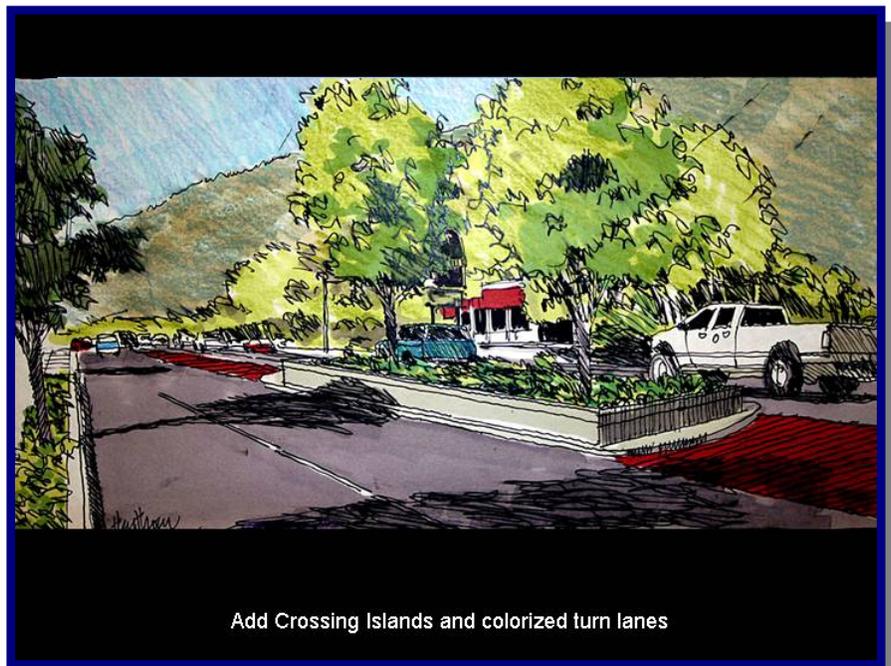
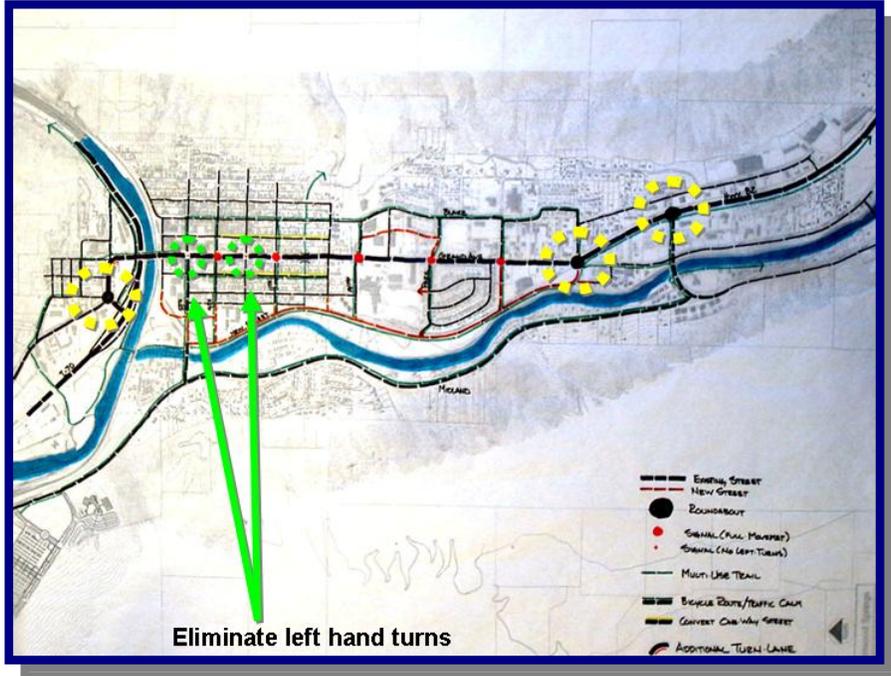


Surface Colorization  
Refuge Islands  
Medians Curb  
Extensions Trees  
Decals, Lane Widths

**Level One Tools**  
Visual Changes



# Grand Avenue Traffic Calming Plan



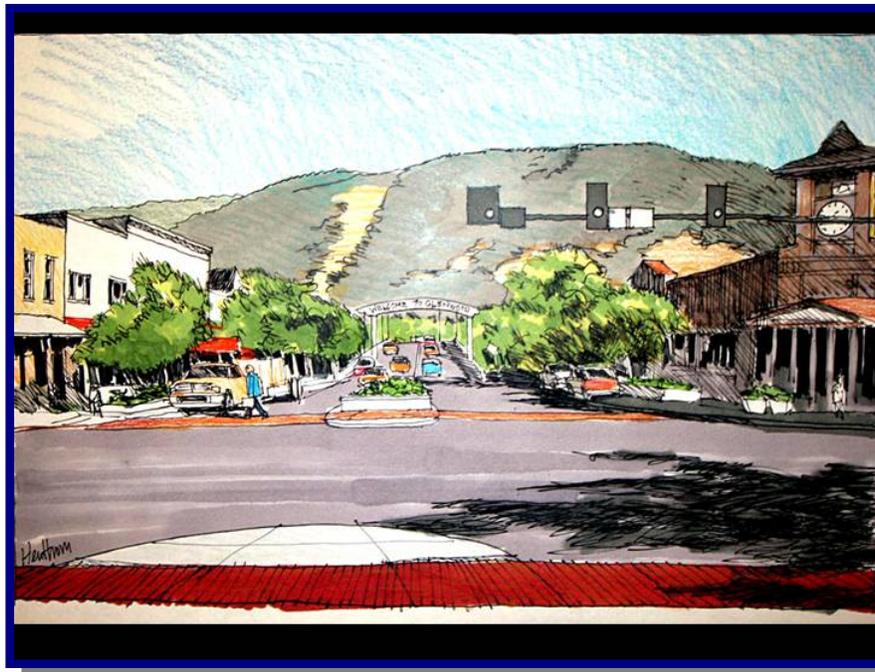
# Grand Avenue Traffic Calming Plan

## *Gateway Strategies:*

# Gateways

**Features**

- Attractive
- Well lit
- Strong welcome
- Unique personality
- Well landscaped
- Both sides of street
- Active versus passive
- Colorful and balanced
- Friendly and inviting



# Grand Avenue Traffic Calming Plan

## *Connections and Links:*

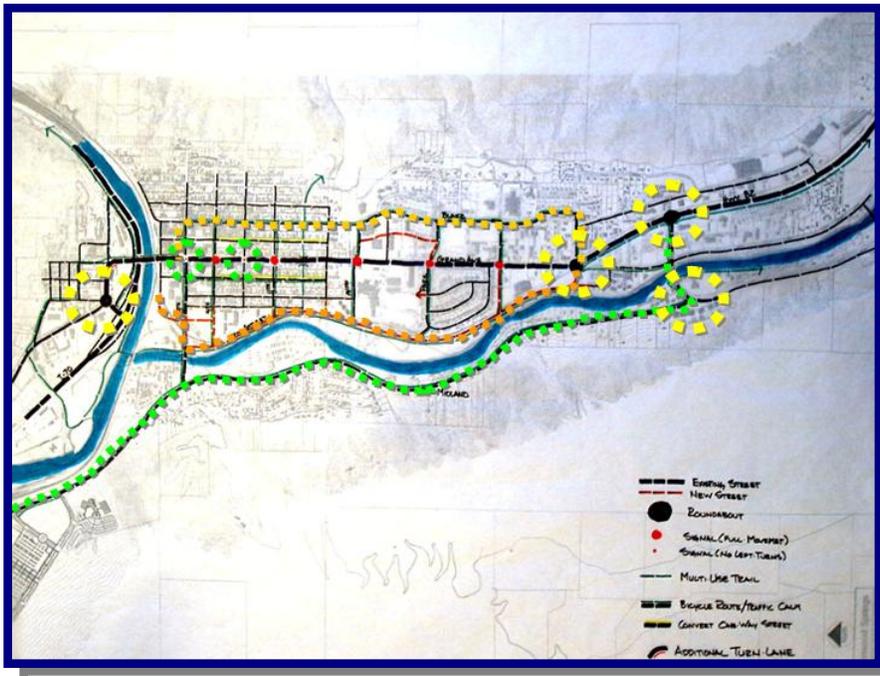
### **Make the connections**

#### **Add missing links, eliminate stopping**

There are a small number of missing links that force significant internal traffic onto Grand that does not want to be there.

There are also signals on Grand that are not fully warranted. By taking out signals and providing improved access to properties the performance of Grand can be improved.

Over time corrections to circulation will allow improved circulation, and increase value to commercial and residential properties.



# Grand Avenue Traffic Calming Plan

## *Convert to Two-Way*

### **Convert to Two-Way**

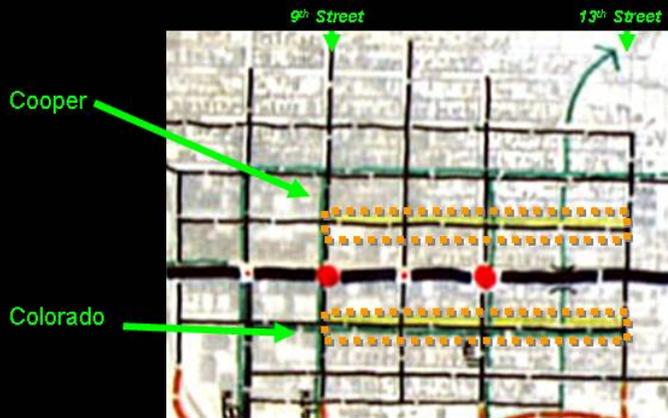
#### Potential conversions of one-ways

One way streets (couplets) were often used to efficiently move traffic into and out of downtowns. Today many cities are going back to two-way streets to reduce confusion, make easier connections, slow traffic and create more people and business friendly environments.

Two way streets increase access to properties, add system redundancy, reduce travel distances, reduce speeding and add value to adjacent properties

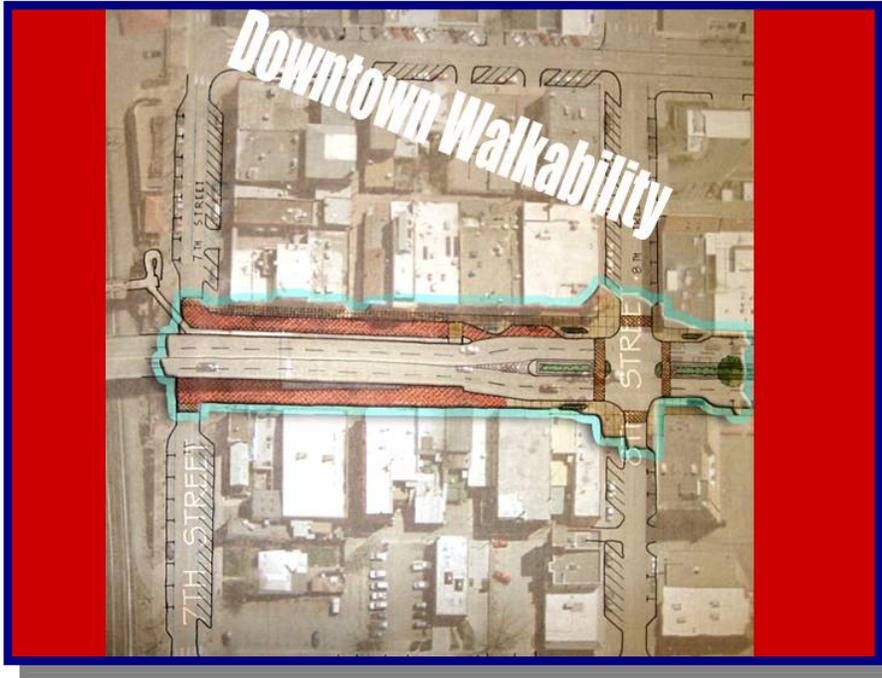


## **One-Way Conversions**



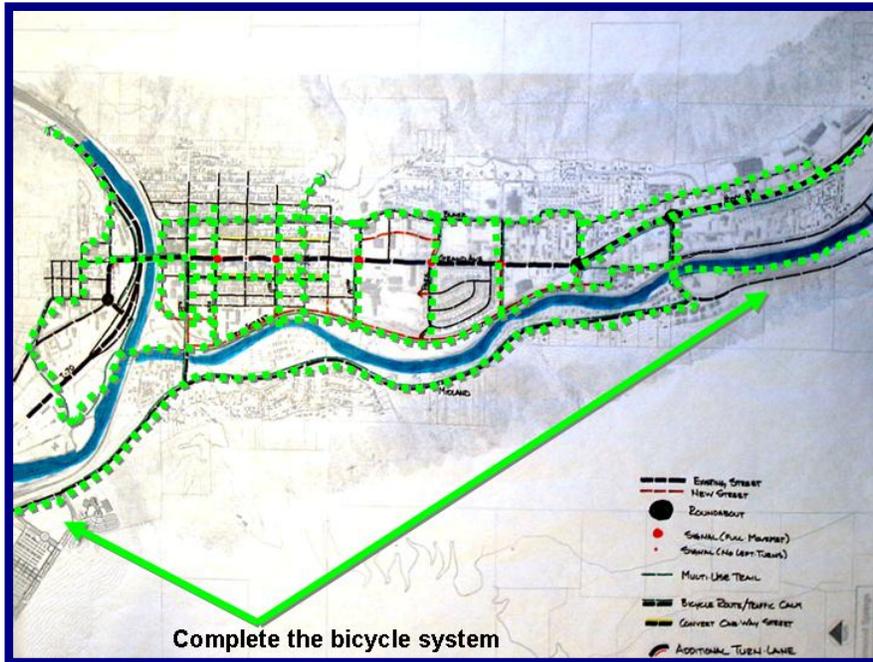
# Grand Avenue Traffic Calming Plan

*Promote Walkability Downtown.*



# Grand Avenue Traffic Calming Plan

## *Complete the Bicycle System.*



# Grand Avenue Traffic Calming Plan

## Project List 1 – Grand Avenue Calming Projects

### Project List

#### 1. Grand Avenue Calming Projects

- Paint Bicycle Lanes on Blake Avenue.
- Install Mid-block Bulbouts (8th thru 13th streets)
  - Implement back-in angle parking changes on 7th, 8th, 9th, Cooper and Colorado
  - Install loading docks on Cooper and Colorado streets
- Grand Avenue Medians – Phase 1
  - Install Flush Medians in suburban areas
  - Install Raised Medians in urban areas.
  - Eliminate Left Turns on 8th and 10th.
  - Move 15th street signals to Highland St.
  - Change Colorado and Cooper avenues to 2 way streets
- Install a roundabout at 23rd street
- Install a roundabout at 27th street – east end of Sunlight bridge
- Grand Avenue Medians – Phase 2
  - Install Raised Medians to replace Flush Medians from Phase 1

## Grand Avenue Traffic Calming Plan

### Project List – (Project 2, 3, and 4)

#### *Project List*

#### **2. Other Mitigation Projects (improvements to circulator system)**

- Go forward with a Midland traffic calming plan
- Install a roundabout at Midland and 27<sup>th</sup> street.
- Install a roundabout at Laurel and 6<sup>th</sup>, add 1 turn lane at 6<sup>th</sup> where it goes onto the bridge.
- Construct the 8<sup>th</sup> street connector (piggyback some 8<sup>th</sup> street calming treatments)
- Install roundabouts at 9<sup>th</sup> and 11<sup>th</sup> on Cooper, Colorado and Blake streets
- Paint 9' lanes at the 7<sup>th</sup> street railroad underpass, widen the sidewalk by 2'
- Install gateways at 7<sup>th</sup> and Grand and 23<sup>rd</sup> and Grand avenue
- Construct a 2-lane Neighborhood connector road on or near the Railroad Corridor (networks to 8<sup>th</sup>, 9<sup>th</sup>, 11<sup>th</sup> and 14<sup>th</sup> streets)

#### **3. Beautification Projects:**

- Install paving stones on Wing Street, remove parking under bridge, prepare area for farmer's markets, etc.
- Renovate alleyways between 7<sup>th</sup> and 8<sup>th</sup> streets, on both sides.

#### **4. Bike and Trail Projects**

- Evaluate bike maps, compare to actual routes, evaluate markings and signs, make specific recommendations for clarification of the routes.

## Grand Avenue Traffic Calming Plan

### Committee Recommendations

#### *Recommendations*

---

- ***City Council's general approval of the overall vision as presented,***
- ***City Council's approval of funding for the Blake Avenue Bicycle Lane Project,***
- ***Approval to contact CDOT to review this plan to seek their general approval of the overall plan (as it relates to Highway 82),***
- ***That the Traffic Calming Review Committee be activated to support the various mitigation projects,***
- ***City Council's approval to initiate a replacement function to assure project continuation.***