

Colorado Boulevard Phase 3 – Design and Reconstruction

Public Open House Dot Exercise - Analysis

41 Attendees:

Representatives from the City of Idaho Springs	5
Steering Committee Representatives	6
General Public Attendance:	
Saturday, September 12, 2015 at 10:00am	6
Wednesday, September 16, 2015 at 2:00pm	10
Wednesday, September 16, 2015 at 6:00pm	14

Typical Section

It was difficult to discern priorities from the typical section as all elements received green dots. The general sense is that the public would like to see all elements. However, since the graphic didn't represent ROW constraints, it may have been difficult for the public to understand the potential trade-offs.

Sidewalks

- Sidewalks column received a high concentration of positive dots.

Urban Design

- Generally well received. There was a small percentage of negative dots in this column.

Parking

- Parking was well received.

Median/Left Turn Lanes

- Generally well received.

Bike Facilities

- Generally well received.

Crossings

- This item received virtually no reaction. It may not have been completely understood.

Vehicular Movement

Left Turn Lanes

- The consensus for this category leans heavily toward striped turn lanes.
- The "continuous lane" received a higher concentration of dots over the "striped turn lane".
- Through discussions with team members, some members of the public expressed the importance of the turn lane for mobility and access.

Medians

- Generally, the idea of medians received mixed reactions.
- The raised "planted with trees" received a fairly balanced reaction, leaning slightly to the negative.
- The raised "planted" received a fairly balanced reaction, leaning more positive.
- The raised "paved" received only negative reactions.

Parking

- The overall preference leaned toward "angled head-in".
- "Angled back-in" and "Angled middle of the street" were negative.
- "Parallel" received a balanced, mixed reaction.

Pedestrian Movement

Crossings

- Crosswalks, in general, are highly desired.
- Many participants verbally expressed the desire for something more governing: ex. crossing lights, signage, stop signs, and stop lights.

- Colored crosswalks and special paving were well received.
- Bump-Outs received a balanced, mixed reaction.
 - This seemed to be a topic that was a bit difficult to understand within conversations.
 - When the team members provided additional information, the bump-outs were well received and recognized as an added safety benefit.
- Pedestrian refuge medians received balanced, mixed reaction.

Sidewalks

- Generally, sidewalks are desired throughout this corridor. This was expressed both through the dots and in conversation.
- “Widened – Attached to the Curb” seems to be the favorite.

Bike Facilities

- Dedicated Bike Lane received a balanced, mixed reaction.
- Riding with Traffic received a fairly balance reaction with slight favor toward the negative.
- Multi-Use Pathway was dominantly well received.

Urban Design Additions

Street Trees

- Received a balanced, mixed reaction.
- Verbally, there was an understanding that there would be maintenance involved. Team members also heard that due to maintenance, it may not be appropriate from the City.

Landscape Treatment (Xeri/Zeroscaping)

- This topic was very well received.

Door Swing Zone

- This topic received less reaction than other images, and primarily negative.

Street Furniture

- This Topic was very well received.
- There was discussion among the team members with the public about having street furniture outside the stores and the benefits of seating areas outside businesses similar to downtown.

Additional Conversation

There were positive conversations with the Design Team and the Community about the potential reconfiguration of the intersection of Colorado Boulevard, 23rd, and Miner Street. There was also interest in discussing the alignments around 24th and 25th Streets.

Summary

The results of the Public Workshop did not generate any unexpected issues or concerns from the community. It is the understanding of the design team, that the reconstruction of Phase 3 of Colorado Boulevard is viewed as a positive asset to the community. The community is interested in improving the circulation of vehicles and pedestrians throughout the corridor. Organization of vehicular circulation: drive lanes, turn lanes, and parking; and traffic calming measures are highly desired within the community. Pedestrian safety including sidewalks and designated safe crossing zones are important. Many participants expressed concern regarding the need for traffic control improvements, particularly for the increased weekend traffic volumes. The community expressed interest in pedestrian gathering spaces and site amenities. The design team will work to include site amenities, such as furniture and landscape treatment; in the corridor design. The design team is cognizant that the streetscape design must consider particular restrictions of budget and long term maintenance, in addition to the community’s desires.