CENTRAL CITY

CAPITAL IMPROVEMENT PLAN RECOMMENDATIONS

DECEMBER 2015

alta PLANNING + DESIGN

NEW MOBILITY WEST

CAPITAL IMPROVEMENT PLAN RECOMMENDATIONS

OVERVIEW

Capital improvement plan recommendations were identified based on a review of previous studies and reports, information provided by City staff and council, stakeholder input and an assessment of existing conditions. Recommendations focus on improving connectivity to enhance livability for Central City residents and the visitor experience.

The recommendations reflect City staff and stakeholders' desire to create a intuitive circulation network that will translate to safe and efficient movement for all modes of travel. Enhanced circulation was also identified as a means for encouraging travelers who may normally travel through the City to stop and visit local businesses, with an emphasis on Main Street.

Table 1 presents a list of capital improvement plan projects to achieve the vision for a circulation network. For planning purposes, high level relative, order of magnitude cost information is provided on a scale of $ (≤$5K) to $$$$ (≥$1M). Capital improvement plan projects with site-specific locations are numbered and keyed to the recommendations map on page 7. Projects not appearing on the map are city-wide or larger regional projects outside the downtown core.

CAPITAL IMPROVEMENT PROJECT LIST

Table 1 Central City Capital Improvement Plan Projects

	Project	$-$$$$	Description
Pedestrian Projects			
	Maintenance (citywide)	$-$$$	Repair or replace sidewalks where significant damage/cracking, vertical step or separation, sidewalk width less than 5', or excessive cross slope exists. Development of an annual maintenance program with dedicated funding for sidewalk repair and replacement is recommended. Reconstruct curb ramps per ADA standards as possible. Wherever possible, upgrades should be coordinated with development as an effective way to improve sidewalks and stretch other sources of funding further.
1	Gap closures	$$	Install sidewalk in areas shown as gaps per ADA requirements. Sidewalk continuity in a downtown area is critical for safe and comfortable pedestrian movement.
2	Johnny Z's crosswalk improvement	$$	Install pedestrian crossing improvements, including removal of one parking space, installation of bumpout, and crosswalk and pedestrian curb ramp realignment to the west (as close to the pedestrian desire line as possible). These improvements may be implemented in phases in the order listed above. Installation of a channelization device such as a guide fence outside of Johnny Z's may be studied if additional measures are desired.
3	Opera House crosswalk improvement	$$	Install enhanced pedestrian crossing measures such as high visibility crosswalk markings, pedestrian crossing signs, in-street pedestrian crossing signs, and small bumpouts.
4	Bubble crosswalk improvement	$	Install enhanced pedestrian measures such as high visibility crosswalk markings and pedestrian crossing signs as possible, reducing the crossing distance depending on improvement option selected for improvements to "the Bubble" intersection.
5	D Street Crosswalk Improvement	$$	Install dedicated pedestrian facilities (sidewalk and curb ramps) for crossing of Lawrence and Gregory Streets at D Street. Lawrence crossing should be on the west side of D Street for increased visibility and designed per engineering standards. Pedestrian crossing enhancements such as enhanced pedestrian measures such as high visibility crosswalk markings and pedestrian crossing signs should be considered in design.

Table 1 Central City Capital Improvement Plan Projects

	Project	$-$$$$	Description
Pedestrian Projects			
	Pedestrian clearance and general appearance recommendations (citywide)	$-$$$	Install streetscape elements (pedestrian-scale lights, benches, trash receptacles, planters, sidewalk material, banners, etc) that compliment each other throughout the downtown core in a hierarchy, with highest activity (or those the City desires to be highest activity) areas enhanced most significantly and lowest activity areas with minor enhancements. Install, move or remove streetscape elements to allow for adequate clear distance between element and building face. Minimum dimensions should be per ADA requirements. High pedestrian use areas should have adequate clearance to allow two people walking side-by-side to be passed by oncoming pedestrians.
Bicycle Projects			
6	Eureka connection	$$	Install shared lane markings and signs between the downtown core and the recreational areas to the west. May only be necessary or desired after until shared use path to recreation area is established.
7	Bike parking and racks on buses	$	Install bicycle parking in the downtown core at key destinations (transit stops, casinos, Main Street). Consider installation of bicycle racks on employee and visitor buses. As bicycle use increases, install "fix it station" in downtown core at high-visibility location.
	Parkway connection	$$	Enhance existing bicycle connection to Central City Parkway by paving existing "bicycle offramp" connection, installing a southeast bound connection, and providing bicycle wayfinding to and from the downtown core. Existing signage should be upgraded to be MUTCD compliant (D11-1 signage with M-series directional arrow).
	Connection to Clear Creek Trail	$$	Install connection to the Clear Creek Trail at the south end of Central City Parkway.

Table 1 Central City Capital Improvement Plan Projects

	Project	$-$$$$	Description
Multi-Use Projects			
8	Trailheads	$$	Install trailheads with 2 - 4 parking spaces in locations where turnarounds are being installed near a trail connection.
9	Galena St High access shared use path	$$$	Install access shared use path/road with development of recreational trail or redevelopment of Spring Street front.
10	Recreational area hard-surface shared-use path connection	$$$	Install shared use path from the downtown core to the recreational areas to the west (Columbine Campground Road, Russel Park, reservoir area). Planning to be completed in upcoming parks plan.
11	Black Hawk hard-surface shared-use path	$$$	Install a hard-surface shared-use path connection for non-motorized use from the downtown core to the east to Black Hawk. Planning to be completed in upcoming parks plan.
12	Neighborhood/ intracity trail	$$	Install and enhance trail and sidewalk connections within Central City, from the downtown core to neighborhoods, making connections to regional trails. Install sidewalks in areas directly adjacent to downtown (County Road St, for example).
13	Tram/regional network	$$$$	Utilize historic tramway and other regional corridors to develop a paved and/or unpaved regional trail network for pedestrians and bicyclists. Planning to be completed in upcoming parks plan.
Parking Projects			
14	Structure AGE Lot	$$$$	Design and install structured parking per previous studies in the AGE Lot location to the east of the Century Casino parking structure.
15	Structure T Lot	$$$$	Design and install structured parking per previous studies in the "T" Lot location to the south of Main Street between Nevada and Spring Streets. This project should be combined with a "Crossover" option for reconfiguration of the Bubble intersection if this option is selected.
16	Teller Lot	$	Pursue use of the Teller House Lot for off-season bus parking in the short term. Layout of bus parking within the lot should be analyzed to determine number of buses that can be accommodated.
17	Prosser Lot	$	Pursue the use of the Prosser Lot for Off Highway Vehicle (OHV), Recreational Vehicle (RV), and vehicles pulling trailers.

Table 1 Central City Capital Improvement Plan Projects

	Project	$-$$$$	Description
Parking Projects			
18	OHV Pine Street parking	$	Change signage and regulation of on-street parking spaces on Pine Street to allow OHV parking. Modify regulation of OHV use on city roadways (Eureka, Spruce, and Pine Streets) if necessary to ensure a roadway loop that includes the Prosser lot.
19	Enhanced Y parking	$$$	Pursue acquisition of property for formal use as a summer/peak season bus parking area. Improvements should accommodate bus maneuvers and include hard surface parking areas and drive isles in an attractive manner, as the lot is near the functional eastern gateway.
20	Gregory loading zone	$	Remove signage for the two on-street spaces on the north side of Gregory Street near Main Street and install loading zone signage in this location.
21	Regulated parking	$	Modify desired high-turnover parking locations (Main Street, Eureka near Main Street) to be regulated to a limited duration such as 2, 3 or 4 hour parking.
22	T Lot parking structure	$$$$	Pursue options for parking structure to replace the surface "T lot." Coordinate structure configuration and function with "bubble" intersection configuration, southern gateway, and Main Street circulation.
23	T Lot surface lot improvements	$$-$$$	In short term, improve structural issues along western edge of "T lot," improve sight distance for right turn lane, and re-establish parking lot entrance off of Nevada Street. Remove parking restrictions limiting T Lot parking to Casino patrons.
Vehicular Projects			
	Central City Parkway connection	$$$	(Currently in process) Install vehicular connection from Central City Parkway to Virginia Canyon Road area.
24	Y Lot intersection improvements	$$	Install additional and consolidate/clarify signage at the intersection and before for traffic returning to Central City. Remove excess pavement as possible and improve intersection clarity. Consider potential for gateway roundabout.

Table 1 Central City Capital Improvement Plan Projects

Project		$-$$$$	Description
Vehicular Projects			
25	Emergency turnarounds	$$	Install turnarounds for snowplows and emergency vehicles at ends of dead end residential streets.
26	Main/Spring ("The Bubble") short-term improvements	$$	Install short-term improvements such as curb radius reduction (allowing RVs to travel through "T lot") and pedestrian crossing improvements.
27	Main/Spring ("The Bubble") long-term improvements	$$$$	Pursue options for long-term intersection reconfiguration. Coordinate intersection reconfiguration with "T lot" parking structure configuration, southern gateway, and Main Street circulation.
28	Main Street circulation	$$-$$$$	Pursue options for modifying configuration and circulation of Main Street (southbound as existing, modify to northbound, or full closure). Consider circulation changes on other downtown core streets, particularly Spring Street, also. See streetscape enhancements project for additional placemaking recommendations. Coordinate Main Street circulation reconfiguration with "T lot" parking structure configuration, southern gateway, and "bubble" intersection reconfiguration.
	Complete sign review and improvements (Citywide)	$$	Complete a review of all regulatory and warning signs in Central City for adequacy, placement, and clarity.
Wayfinding Projects			
29	Gateways	$$	Design and install gateways approaching town from the south (Nevada Street) and the east (Lawrence Street).
	Wayfinding Plan (Citywide)	$$	Develop and implement a unified wayfinding signage plan with a defined hierarchy of destinations and signage patterns. Wayfinding plan should address motor vehicles, pedestrians, and bicycles.

Figure 1

Capital Improvement Plan Recommendations

6 Eureka connection
10 Recreation area connection
8 Trailhead
25 Emergency turnaround
17 Prosser Lot
1 Gap Closure
12 Intracity Trail
16 Teller Lot
3 Opera House crosswalk improvement
12 Intracity Trail
7 Bike parking
20 Gregory Loading Zone
18 OHV Pine St Parking
28 Main Street Circulation
26 Bubble short-term improvements
4 Bubble crosswalk improvement
27 Bubble long-term improvements
29 Gateway
22 Structure T Lot
23 T Lot surface improvements
9 Galena St Access
1 Gap Closure
2 Johnny Z's crosswalk improvement
1 Gap Closure
1 Gap Closure
7 Bike parking
1 Gap Closure
8 Trailhead
25 Emergency turnaround
25 Emergency turnaround
25 Emergency turnaround
8 Trailhead
12 Intracity Trail
8 Trailhead
25 Emergency turnaround
1 Gap Closure
5 D Street Crosswalk Improvement
14 Structure AGE Lot
7 Bike parking
1 Gap Closure
13 Tram/regional trail
13 Tram/regional trail
13 Tram/regional trail
8 Trailhead
25 Emergency turnaround
11 Black Hawk Connection
24 Y Lot Intersection improvement
19 Enhanced Y parking
29 Gateway
Prosser St
Eureka St
W 4th High St
W 1st High St
County Road 57
E 5th High St
E 6th High St
Barrett St
St James St
E 4th High St
E 3rd High St
Church St
Spruce St
Pine St
Main St
Spring St
Colorado St
Nevada St
Academy St
Nevadaville Rd
Roworth St
Spring St
D St
E 1st High St
Casey St
Lawrence St
Ieavitt St
Gregory St
Packard St
Miner St
Stevens St
Chase St

Bicycle Projects
- Connections
- Bike Parking

Pedestrian Projects
- Sidewalk Gap Closure
- Crosswalk Improvement

Shared Use Path Projects
- Trailhead
- Intracity Trail
- Hard-Surface Shared-Use Path
- Tram/Regional Trail

- Parking Project
- Vehicular Project
- Wayfinding Project

0 150 300 600 Feet

Data Source: Gilpin County GIS
Map Created: December 2015
Map Produced By: Alta Planning + Design

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HIGH PRIORITY PROJECTS

The following highlights high priority projects that consistently came up in discussions with stakeholders, City staff and council members as key to improving the existing circulation network and improving the quality of Central City for both residents and visitors. High priority projects include:

- T Lot, Bubble and Main Street Circulation and Placemaking
- Jimmy Z's Pedestrian Crossing
- Wayfinding Plan

Figure 2 **High Priority Projects**

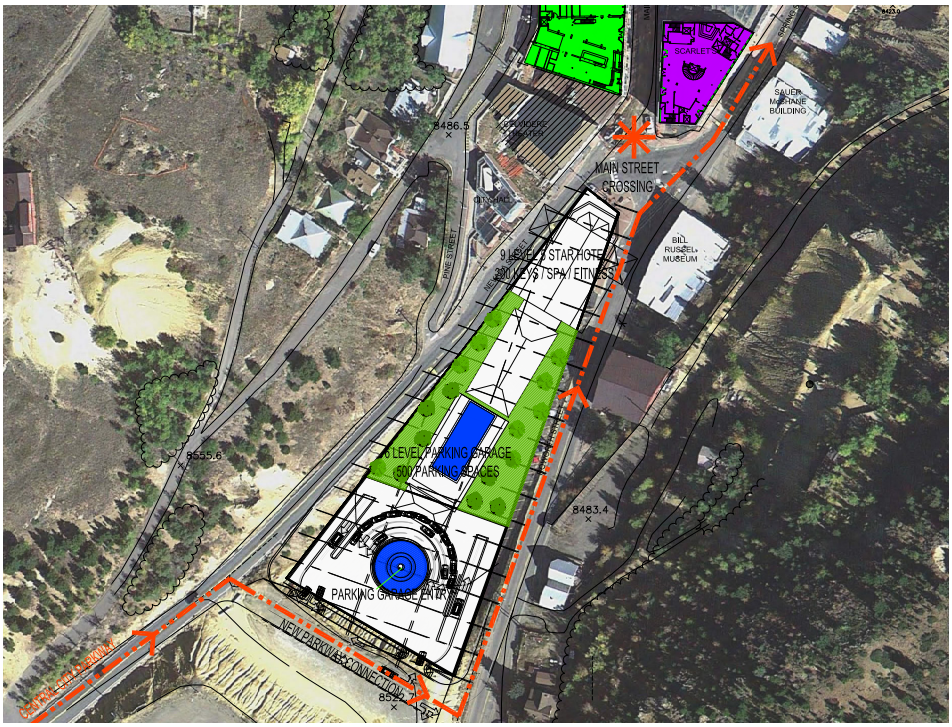
The "Bubble" Area Improvements

This combined project encompasses several of the projects included in table 3.1. Significant time was spent on discussing design solutions for this area of the city. The parking, pedestrian, wayfinding, vehicular circulation, and streetscape components to this project are all interrelated with economic, environmental, and political considerations. The team worked within the scope of the project to develop design options that incorporated new and previously-studied configurations for the area. Many of these options have elements that can be combined "a la carte." For example, the new roadway connection south of the T Lot could be combined with any of the options. Final direction for this complex combined project will require additional data gathering (traffic volumes, survey information, etc.) and design. Table 2 summarizes some of the major design considerations for each option.

While the five options developed for the Bubble do not identify specific T Lot redevelopment recommendations, each option would accommodates future redevelopment proposals.

The T Lot, Bubble and Main Street Circulation encompasses the following projects identified in Table 1:

- Sidewalk Maintenance and Connectivity (maintenance and gap closures)
- Bubble Pedestrian Crossing Improvements
- Structure T Lot Parking
- Wayfinding Gateway
- Parkway Access
- Streetscape Improvements
- Main Street Circulation



T Lot redevelopment proposals include recommendations for structured parking and a mix of commercial and civic uses. While each option would accommodate these improvements, each would result in a unique footprint for redevelopment.

Table 2 The "Bubble" Area Improvements Design Considerations

Project	Option 1	Option 2	Option 3	Option 4	Option 5
Improved vehicular circulation			●	●	●
Pedestrian conflict point reduction	●		●	●	
Mid-block pedestrian crossings				●	
Pedestrian Plaza/Event Space along Main St	●				
Pedestrian Plaza/Event Space along Nevada St			●	●	
All vehicular traffic (one direction) passes through Main Street			●	●	●
South Main Street bus traffic		●			●
Main Street visual appeal entering town from south	●	●	●		
Spring St one-way traffic allows for on-street parking and streetscape enhancements			●	●	
Bus and delivery circulation changes		●			
Option for structured T Lot parking	●	●	●	●	●
Circulation through T lot or new roadway above T lot		●	●	●	
Bourioun Street improved intersection			●	●	
Improved RV/large vehicle turning radii NB Nevada to SB Spring			●	●	●
Opposing one-way vehicular circulation on Main Street at Gregory			●		
Gregory loading zone compatible	●		●	●	●
Dostal lot corner reconfiguration		●	●		

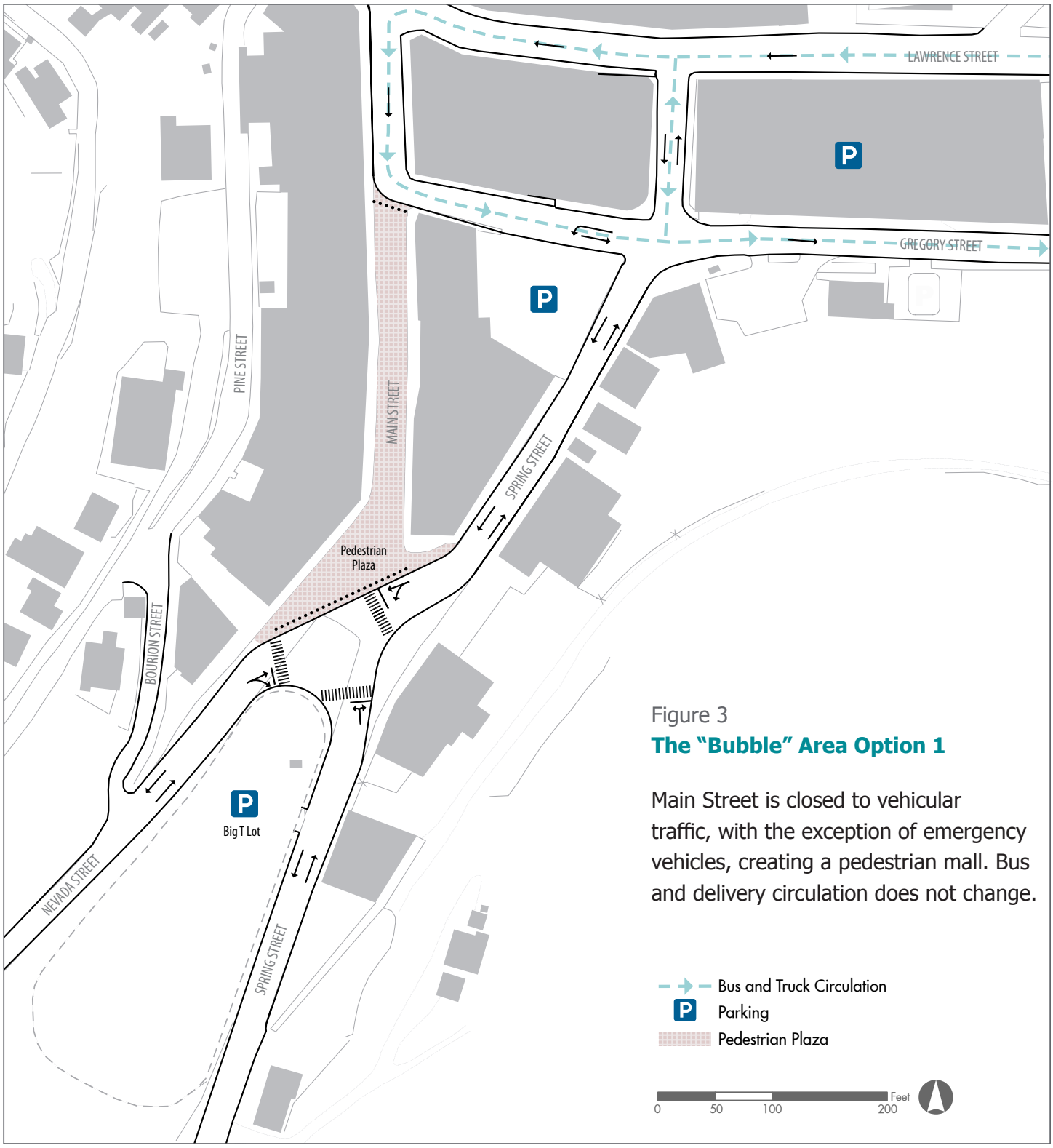


Figure 3

The "Bubble" Area Option 1

Main Street is closed to vehicular traffic, with the exception of emergency vehicles, creating a pedestrian mall. Bus and delivery circulation does not change.

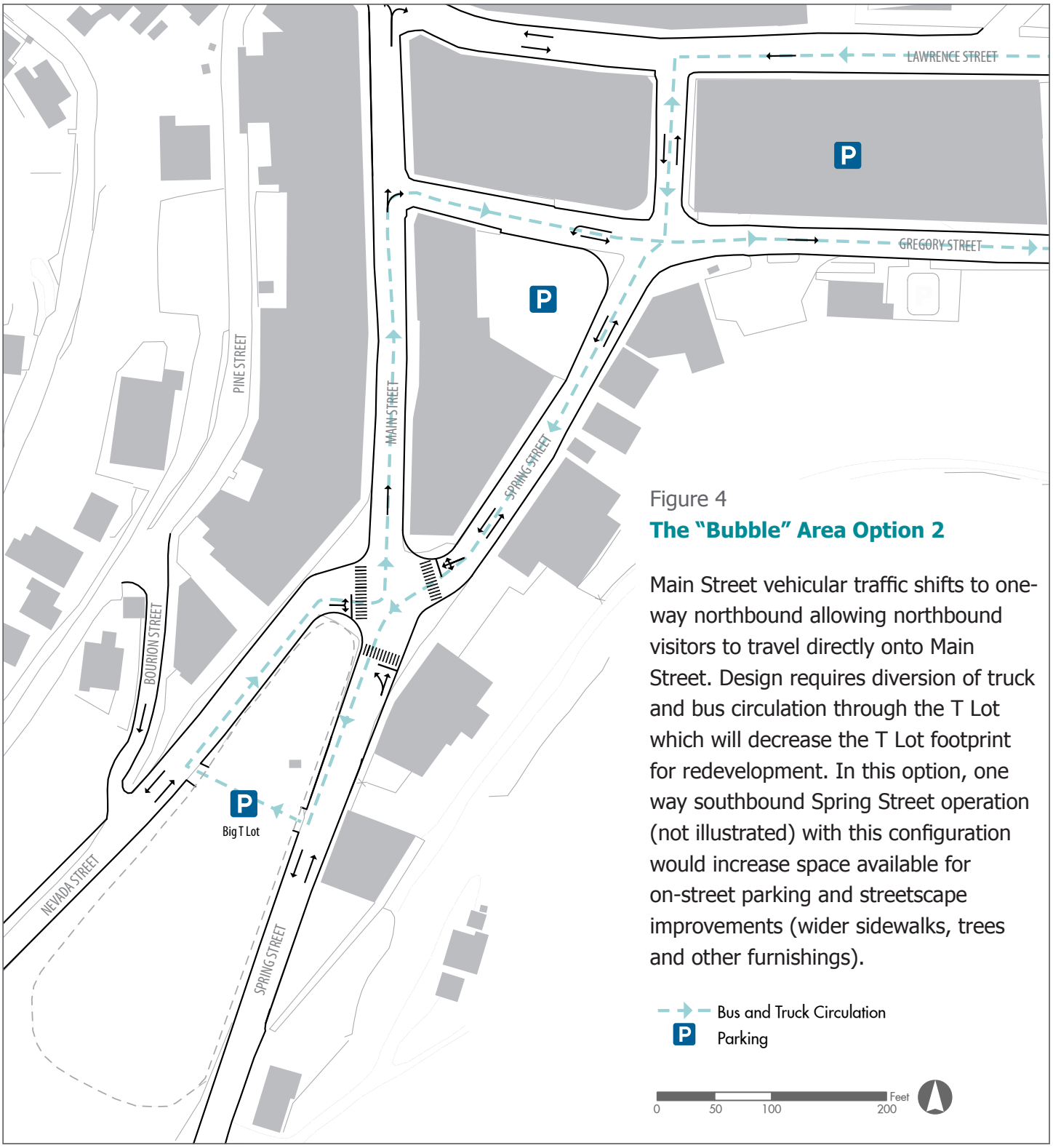


Figure 4

The "Bubble" Area Option 2

Main Street vehicular traffic shifts to one-way northbound allowing northbound visitors to travel directly onto Main Street. Design requires diversion of truck and bus circulation through the T Lot which will decrease the T Lot footprint for redevelopment. In this option, one way southbound Spring Street operation (not illustrated) with this configuration would increase space available for on-street parking and streetscape improvements (wider sidewalks, trees and other furnishings).

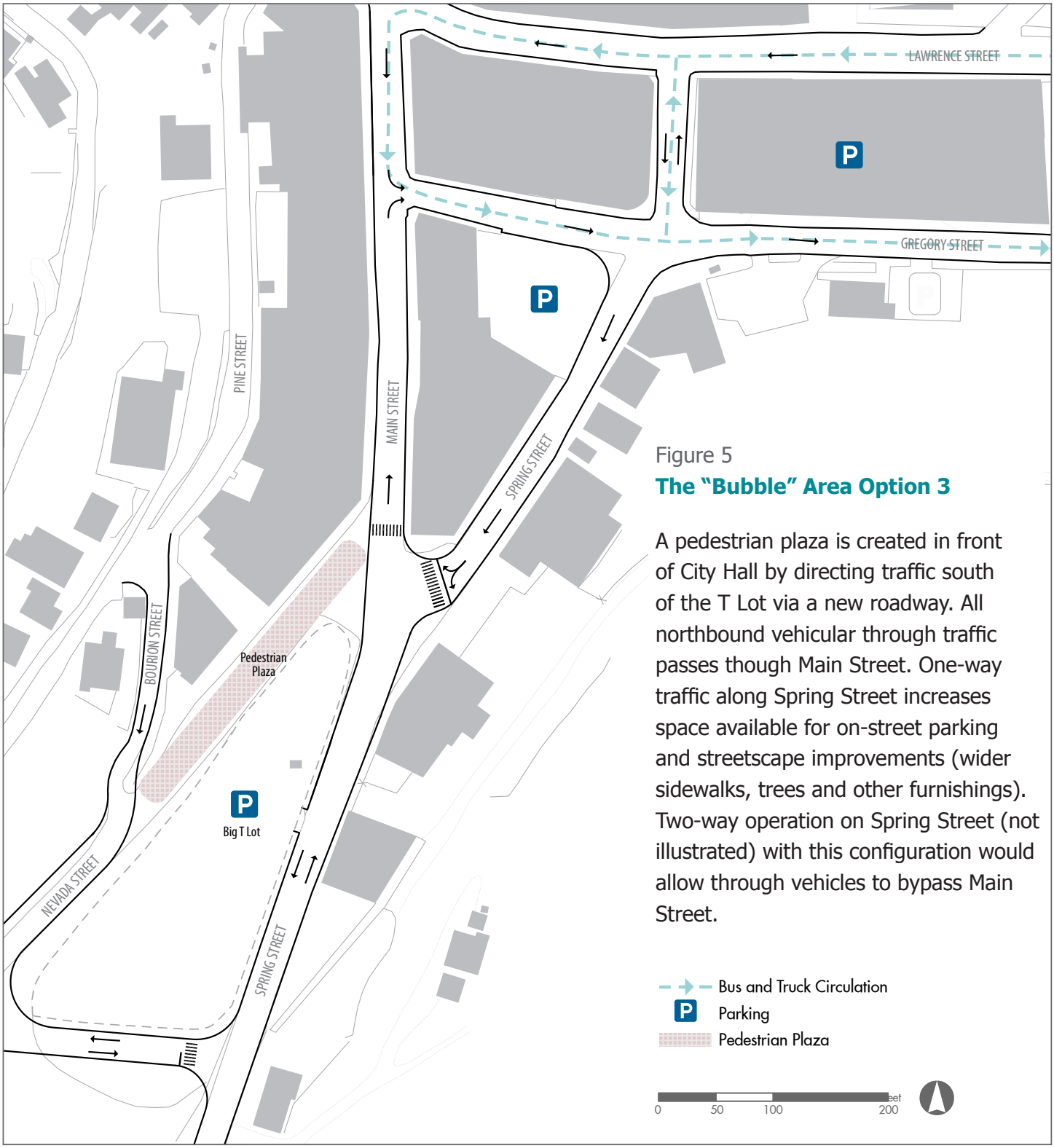


Figure 5

The "Bubble" Area Option 3

A pedestrian plaza is created in front of City Hall by directing traffic south of the T Lot via a new roadway. All northbound vehicular through traffic passes though Main Street. One-way traffic along Spring Street increases space available for on-street parking and streetscape improvements (wider sidewalks, trees and other furnishings). Two-way operation on Spring Street (not illustrated) with this configuration would allow through vehicles to bypass Main Street.

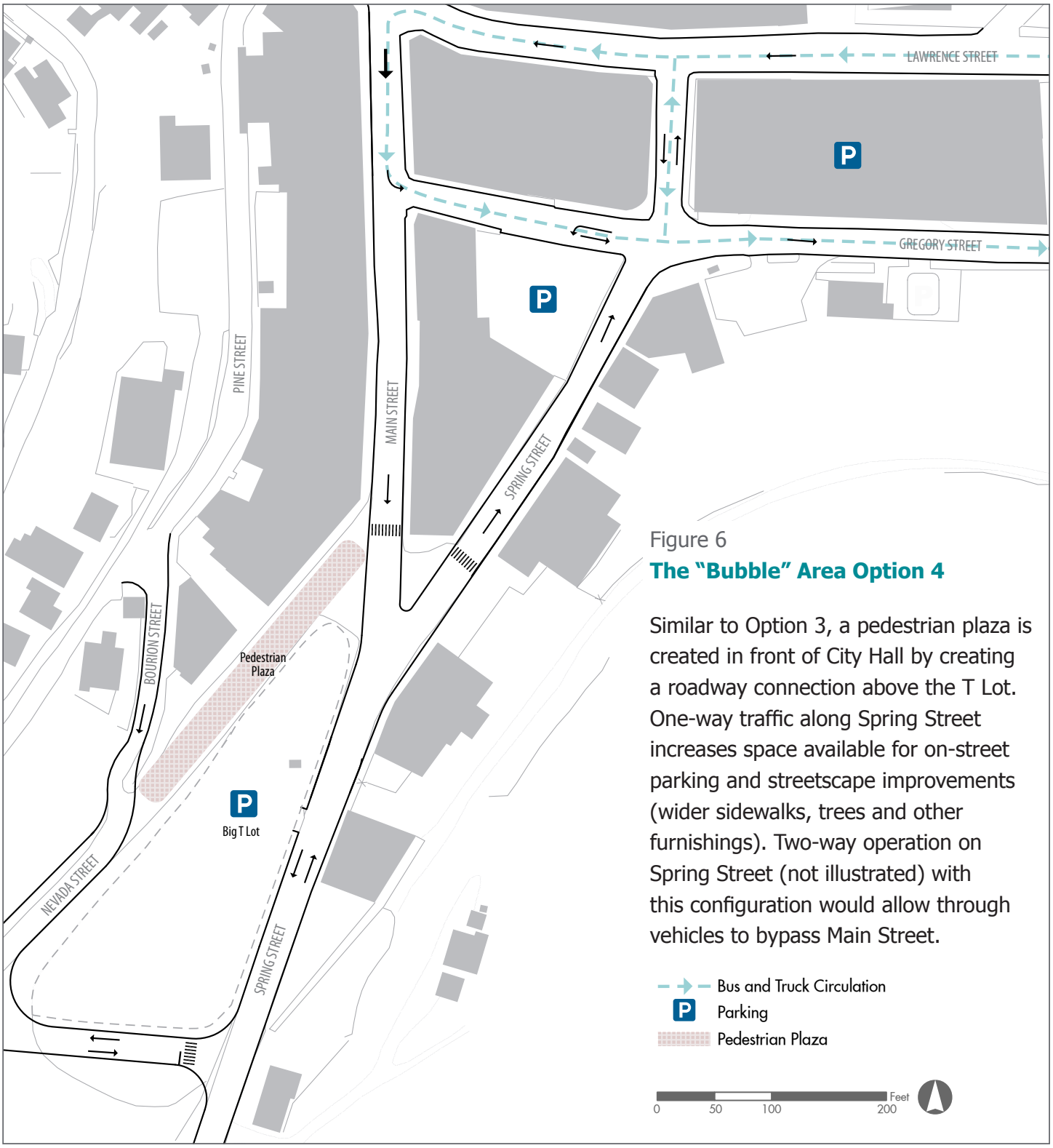


Figure 6

The "Bubble" Area Option 4

Similar to Option 3, a pedestrian plaza is created in front of City Hall by creating a roadway connection above the T Lot. One-way traffic along Spring Street increases space available for on-street parking and streetscape improvements (wider sidewalks, trees and other furnishings). Two-way operation on Spring Street (not illustrated) with this configuration would allow through vehicles to bypass Main Street.

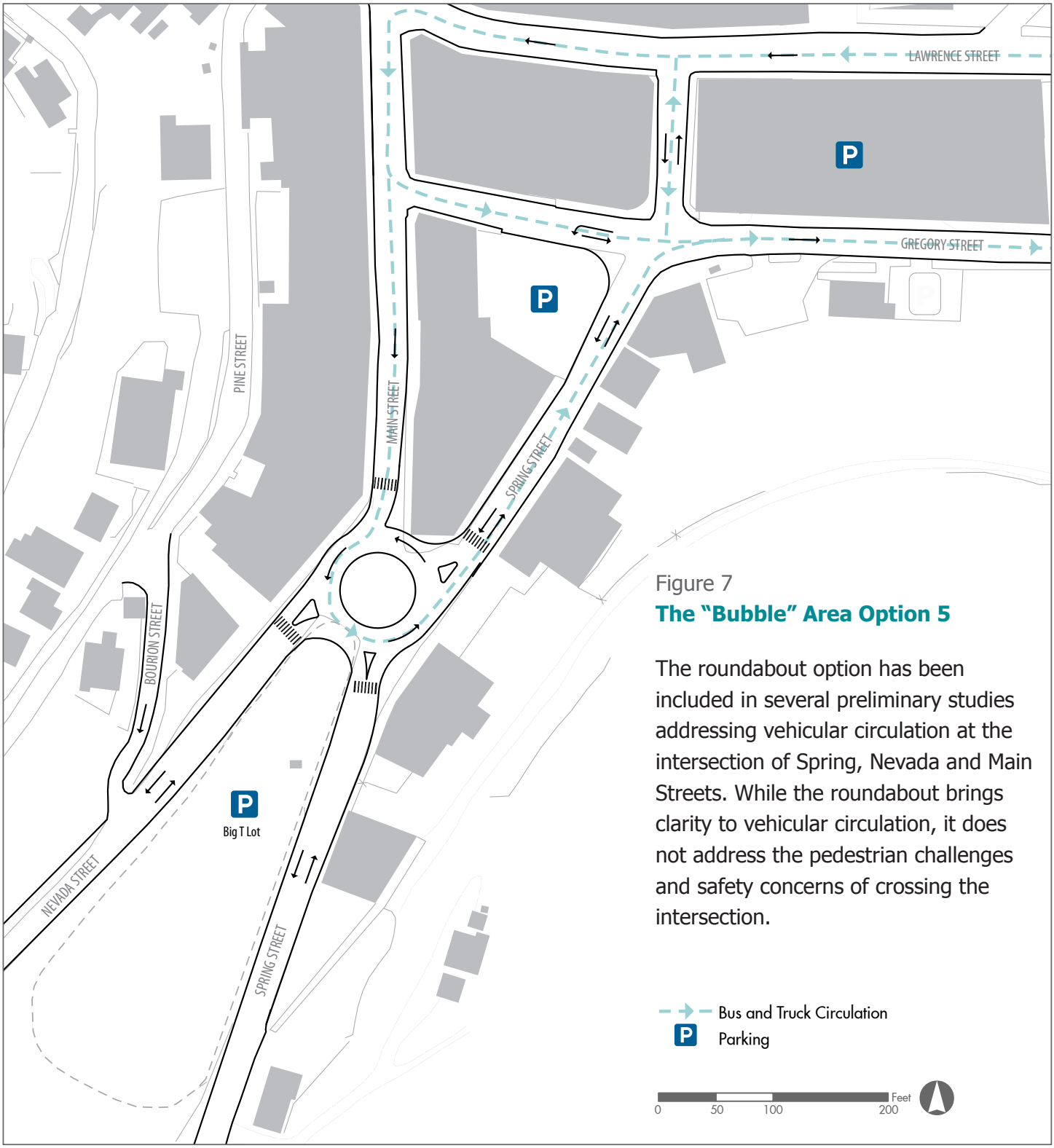


Figure 7

The "Bubble" Area Option 5

The roundabout option has been included in several preliminary studies addressing vehicular circulation at the intersection of Spring, Nevada and Main Streets. While the roundabout brings clarity to vehicular circulation, it does not address the pedestrian challenges and safety concerns of crossing the intersection.

Johnny Z's Pedestrian Crossing Improvements

Although a pedestrian crossing currently exists, many visitors take the most direct route from Johnny Z's to the parking garage entrance. Recommendations to improve and encourage pedestrians to use the crossing include:

- Removal of one parking space to increase the line of sight for both pedestrians and vehicles
- Installation of bumpout, and crosswalk and pedestrian curb ramp realignment to the west (as close to the pedestrian desire line as possible)

These improvements may be implemented in two phases, as listed above. If additional measures are desired, installation of a channelization device such as a guide fence outside of Johnny Z's may be studied.

Wayfinding Plan

A unified wayfinding plan represents a key opportunity to improve the visitor experience and provide direction to landmarks and businesses. An effective wayfinding system includes a consistent approach to sign placement and design, while working within local, state, and federal guidelines. The wayfinding signage plan should include a defined hierarchy of destinations and signage patterns and provide direction for vehicles, pedestrians, and bicycles.

The plan can be implement incrementally and immediately provide positive impacts to the visitor experience.

"LOW-HANGING FRUIT" PROJECTS

The following highlights "low-hanging fruit" projects which are relatively easy or inexpensive to implement. Although these projects are not listed as high priority, they should be considered for implementation as soon as funding becomes available as they present opportunities to significantly impact connectivity and circulation in the short-term. Examples of these projects include:

- Sidewalk Maintenance - Central City sidewalk conditions vary greatly. Crumbling sidewalks and ADA ramps should be repaired on an as-needed basis to ensure a hospitable pedestrian environment throughout downtown.
- Sidewalk Gap Closure - Throughout the downtown core there are gaps in what could be continuous stretches of sidewalks. Some of these gaps could be filled relatively easily with the construction of new sidewalks and ADA ramps. Other gaps may require loss of parking in private lots. In both scenarios, gaps should be closed in conjunction with other street or site improvement projects.
- Gregory Street Loading Spaces - Removing two parking spaces for a designated loading zone will ensure there is parking for visitors along Main Street and maintain views to storefronts currently blocked by loading vehicles. This project could be implemented immediately (and easily) with the addition of signage and striping.
- Bike Racks - Strategically locating bike racks throughout the city will provide both residents and visitors with the option of bicycling to downtown businesses. Bike racks could also be installed immediately at public buildings and locations supported by private businesses.