



CHAPTER I

Introduction

The following report represents information which will be used to develop a ranking of projects for inclusion into the Glenwood Springs Capital Improvements Plan (CIP). The following information reviews the criteria utilized in ranking the bicycle and pedestrian-related projects for the Glenwood Springs study area.

REPORT CONTENTS

Chapter II presents a review of access to and from bus stops. This section provides an inventory of sidewalks which directly access bus stops. The inventory indicates whether sidewalk facilities exist within approximately 500 feet of current bus stops and how these pedestrian facilities relate to accessibility to local businesses and other transit destinations. Information was taken from existing aerial photography as well as on-site field investigations.

Chapter III presents the criteria used to determine which projects the city should invest in to obtain the greatest improvement to the pedestrian system. The criteria were developed by the LSC team and will be presented to the Steering Committee for final approval. The criteria were used to rank the projects in order of highest need and importance to the Glenwood Springs area and will be used in the Draft Final Report to determine the fiscally-constrained projects appropriate for inclusion in the CIP. Additionally, this presents the pedestrian and stop improvement rankings for the area

The facility improvements are based upon the project ranking information from Chapter III and upon the estimated cost information from a variety of sources. These improvements range from a “status quo” approach to an approach wherein all of the existing pedestrian deficiencies are improved over the next 10 to 15 years. The top-ranked projects in each alternative are those projects that have the highest priority within the area.

Chapter IV presents an overview of potential funding mechanisms, and Chapter V presents a brief review of passenger education and a rider training program which could be implemented.

STATEWIDE GUIDE

The information presented in the following section is taken from the *Colorado Guide for the Development of Local and Regional Bicycle and Pedestrian Plans*. This document is intended to outline the state's inclusion of bicycle and pedestrian planning in the Statewide Transportation Plan. The Guidebook covers the four "Es" of planning for facilities:

- Engineering
- Education
- Enforcement
- Encouragement

Taken directly from the Guidebook, the following principles provide the foundation for providing a safe and equitable bicycle and pedestrian network throughout the state. These same principles should guide development in the Glenwood Springs area. Additionally, information presented on bus stop design guidelines, along with this information, will be used through the prioritization process.

- *Accessibility* – Walking and bicycling are a free and direct means of accessing local goods, services, community amenities, and public transit and should be provided with equitable access to all transportation facilities and services. Facilities must meet all Americans with Disabilities Act rules and regulations.
- *Connectivity* – Enhance modal and intermodal transfers and connections with the transportation network.
- *Coordination* – Integrate bicycle and pedestrian transportation facilities and services with other planning and development.
- *Corridor Preservation* – Identify transportation corridors necessary for expansion or enhancement of the transportation system.
- *Customer Focus* – Address the needs and perceptions of community members through a comprehensive public involvement process.

- *Environmental Sustainability* – Be dedicated to protecting and enhancing the environment. Walking and bicycling rely on human power and have negligible environmental impact.
- *Equity* – Walking is the only mode of travel that is universally affordable and allows all people (children, adults, senior citizens, people with disabilities, and low income) to travel independently.
- *Economic Viability* – A bicycle- and pedestrian-friendly environment encourages social interaction and contributes to the economy.
- *Financial* – Identify and consider new and creative sources of funding in addition to anticipated resources.
- *Health and Well-being* – Walking and bicycling are proven methods of promoting personal health and well-being.
- *Mobility* – Consider the movement of people, goods, services, and information.
- *Multimodal* – Consider all modes of transportation and identify the most appropriate mix of modal facilities and services.
- *Popsicle Principle* – Facilitate the ease by which an eight-year-old child can safely and happily walk or bike to a neighborhood store for a Popsicle.
- *Safety* – Incorporate appropriate measures to minimize danger, risk, or injury in the development, operation, and maintenance of transportation facilities. An environment in which people feel safe and comfortable walking increases community safety for all.
- *System Management* – Optimize the effectiveness of current transportation facilities and services.
- *System Maintenance* – Define the appropriate maintenance level for transportation facilities and services.

These principles will be observed when and where appropriate when prioritizing projects in the Glenwood Springs study area.

SUMMARY

This report presents a lists of projects that the city could develop over the next 10 to 15 years for the area. This document should be reviewed by the Transportation Commission in detail. A Commission meeting will be held to discuss these initial rankings, and discussions on project rankings, as well as relative rankings by Commission members, will ultimately finalize the list of projects which should be

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included in the CIP. The comments from this meeting will be incorporated with Technical Memorandum #1 into a Draft Report. The Draft Report will be presented for another review, if applicable, before developing the final document.