



SH 82
GRAND AVENUE BRIDGE

JUNE 6, 2012, PUBLIC OPEN HOUSE SUMMARY

Project: SH 82 Grand Avenue Bridge Environmental Assessment

Meeting: Public Open House
June 6, 2012

Study Team Attendees:

CDOT: Josh Cullen, Joe Elsen, Roland Wagner, Mike Vanderhoof
Colorado Bridge Enterprise: Charlie Trujillo
Consultants: Craig Gaskill, Jim Clarke, George Tsiouvaras, David Woolfall, Pat Noyes, Tom Newland, Mary Speck

DATE/TIME/LOCATION

June 6, 2012, from 5:00 p.m. to 7:30 p.m. at the Glenwood Springs Community Center. A formal presentation was held at 6:00 p.m., followed by a question and answer session.

PURPOSE

To provide additional details on the alternatives that are still being considered for evaluation and to gather public input on the public's concerns, issues, and ideas about them. The presentation, exhibits, and the study team provided:

- Project background information
- Results of Level 2 alternatives evaluation and screening
- New information on:
 - Phasing
 - Circulation
 - Travel Survey

MEETING NOTICES

A press release about the Public Open House was sent to the media distribution list on May 24, 2012. Accompanying information was distributed via GovDelivery, Facebook, and Twitter.

A display ad announcing the Public Open House was placed in the Glenwood Post Independent and Aspen Times on May 25 that included a contact number for Spanish speakers. A media briefing was held with the Glenwood Springs Post Independent on May 29, which was followed up with a phone interview on May 31. Reminder emails were sent to the project contact lists on June 4.

A one-page 11- x 17-inch display ad was placed in the Glenwood Post Independent and Aspen Times on June 1 and 5 that contained a reminder about the Public Open House, results of the Level 2 evaluation, and a description of the four alternatives that were still under consideration.

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MEETING FORMAT

Boards were displayed in an open house format from 5:00 p.m. to 7:00 p.m. and the study team was available during that time to answer questions. There were two traffic simulations of the 6th and Laurel intersection options displayed on computers. A formal presentation of the information on the exhibits started at 6:00 p.m. The question and answer period continued until the end of the Open House at 7:30 p.m.

Exhibit Boards were as follows:

Project Background

1. Welcome
2. Purpose of Tonight's Public Open House
3. Project Overview/Project Background
4. Stakeholder Input to Decision Process
5. Existing Bridge Conditions
6. Level 2 Screening Criteria

Alternatives Screening Results

1. Replacement Alternatives
2. Replacement Alternatives (cont.)
3. Rehabilitation Alternative
4. Alternative 1 - Single bridge at existing location aligned to Pine
5. Alternative 3 with Intersection Option A - Full bridge aligned to Exit 116/Laurel/6th with small roundabout
6. Alternative 4 - Two bridges, aligned to Laurel and Pine with a single connection to Grand Ave.
7. Alternative 6 - Couplet using Grand Ave. and Colorado Ave.

Construction Phasing

1. Phasing Possibilities and Options - Outside-Inside Concept
2. Phasing Possibilities and Options - Half-Half Concept
3. Phasing Possibilities and Options - Slide-in Concept

Comments

1. Project Schedule\ Next Steps for the Study Team/How You Can Keep Informed/Please Give Us Your Comments

Other

1. Glenwood Springs Travel Survey Preliminary Results
2. Colorado Bridge Enterprise

NUMBER OF ATTENDEES

Approximately 100 people attended the meeting; 80 were present for the presentation made at 6:00 p.m. Attendees were a mixture of business and building owners, long-time area residents, and public officials.



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After viewing the exhibits, the attendees listened to the presentation. The question and answer period lasted until the meeting ended. There were several questions posed to the study team about the alternatives, the status of the project, and how the project was being funded.

COMMENT FORMS

The Comment Form asked attendees to rank the relative importance of several considerations for Alternatives 1, 3, 4, and 6 when they are evaluated in more detail. The considerations were based on the project goals and criteria established through the public process. The form had graphic images and descriptions of each of the four alternatives and a list of characteristics that attendees could indicate if they liked or disliked. There was a question about which viewpoint from which to view the bridge was the most important, one about which alternative provided the greatest potential for redevelopment of 6th Street from Pine to Laurel. There was also space to indicate if any alternatives screened out in Level 2 should still be considered and why. (A copy of the Comment Form is attached.) A version of the Comment Form was provided on Survey Monkey.

There were 14 Comment Forms filled in and left by attendees the day of the Public Open House. There was one additional form and three emails with comments submitted to the study team after the Public Open House. Three individuals filled in the Survey Monkey form.

All of the comments are recorded as part of the documentation for the NEPA process.

Based on the feedback provided on the forms, Alternative 3 had the most “likes” indicated. The two views which the view the bridge ranked the most important were “from the Hot Springs pool” and From the downtown areas.” For redevelopment opportunities on 6th Street, Alternative 3, which diverted SH 82 traffic away from 6th Street, was the most preferred.

General comments on the forms were:

- Impacts to businesses – important.
- Opportunity to redevelop 6th Street area – important.
- Duplicate 7th Street on the north side of River – and connect north and south.
- Businesses – differing comments – taking traffic away – some good and some bad.
- What happens between Pine and Laurel on 6th Street?
- Alternative 3 comments – what is the roundabout going to look like and how will it operate? Biggest concerns are the pedestrians.

SUMMARY OF COMMENTS HEARD BY STUDY TEAM

- There is still interest in bypass, so need to keep bypass options open, or not precluded. But, people recognizing the need for the bridge. Maybe not an either/or question.
- Split bridges (couplets) – why split traffic up?
- How does Alternative 3 work? – how do I get from A to B from I-70?
- Study team members spent time talking to Jim Denton about his proposed alternative. He is very interested in seeing it fully evaluated and considered.
- Keep the City in the conversation. Fold 7th Street improvements into the process.
- Is there compensation for businesses during construction?



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- Rationale for elimination of rehabilitation alternative – documentation/report isn't clear enough although the information is there.
- Financial/funding questions:
 - Is Colorado Bridge Enterprise (CBE) going to make the decision?
 - Will the money go away?
- Where are the sidewalks? Need to show on the plans.
- Concerns about bridge widths, bridge heights, sidewalk locations, and speed of traffic into town.
- North-south pedestrian access – several comments saying absolutely not an elevator.
- High interest in traffic simulations. Also need to show pedestrian and bike connectivity – how does it work with the various options?
- Most people were interested in business impacts – direct, as a result of improvements, and indirect – making sure we preserve/cultivate tourism – important driver in the town.
- Heard preference for Alternative 3 because of business opportunities and traffic advantages from the roundabout at Laurel.
- Couplets have circulation problems.
- Important to provide a “marquis” structure.
- Questions about what happens at the north end of Alternative 1? Alternative 3 shows intersection improvements at Laurel. What about Alternative 1?

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Public Open House, Wednesday, June 6, 2012

COMMENT FORM

Rank the relative importance of each of these considerations for all of the four remaining alternatives when they are evaluated in more detail (Alternatives 1, 3, 4, and 6).

	Extremely Important	Important	Somewhat Important	Not Important
Connectivity between downtown and the Hot Springs area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Accommodations for bikes and pedestrians	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ability to move through-traffic from SH 82 to I-70	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ability to construct the bridge with minimal impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Visual/aesthetic design	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Opportunities to preserve and enhance recreation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Impacts to historic structures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Provide on-street parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Impacts to businesses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Opportunity to redevelop the 6 th Street area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic operations in the downtown area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic operations in the 6 th Street area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Emergency access and operations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional right-of-way requirements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

From you, we learned about the importance of a future bridge to Glenwood Springs' visual setting. Considering the visual setting, please choose the one most important location FROM WHICH to view the future bridge.

- From the Hot Springs pool
- From I-70
- From driving over the bridge
- From the downtown areas
- Other – please list

Please indicate if you like or dislike the results of each alternative, compared to the other alternatives.

Alternative 1: Single bridge at existing location aligned to Pine

Like	Dislike	(compared to the other alternatives)
<input type="checkbox"/>	<input type="checkbox"/>	Downtown traffic circulation
<input type="checkbox"/>	<input type="checkbox"/>	North side traffic circulation
<input type="checkbox"/>	<input type="checkbox"/>	Relative noise and air quality impacts
<input type="checkbox"/>	<input type="checkbox"/>	Ability to accommodate larger vehicles
<input type="checkbox"/>	<input type="checkbox"/>	Potential for aesthetic treatments
<input type="checkbox"/>	<input type="checkbox"/>	Volume of SH 82 traffic on 6 th Street
<input type="checkbox"/>	<input type="checkbox"/>	Development opportunities in 6 th Street area
<input type="checkbox"/>	<input type="checkbox"/>	Property acquisitions (partial or full)
<input type="checkbox"/>	<input type="checkbox"/>	Impacts during construction
<input type="checkbox"/>	<input type="checkbox"/>	Impacts to businesses
<input type="checkbox"/>	<input type="checkbox"/>	Ability to accommodate bikes and pedestrians
<input type="checkbox"/>	<input type="checkbox"/>	Intersection at Laurel
<input type="checkbox"/>	<input type="checkbox"/>	Hot Springs pool parking access
<input type="checkbox"/>	<input type="checkbox"/>	Effects on views
<input type="checkbox"/>	<input type="checkbox"/>	Access to I-70
<input type="checkbox"/>	<input type="checkbox"/>	Construction impacts

Other

Additional comments:



Alternative 3 with Intersection Option A: Full bridge aligned to Exit 116/Laurel/6th

Like	Dislike	(compared to the other alternatives)
<input type="checkbox"/>	<input type="checkbox"/>	Downtown traffic circulation
<input type="checkbox"/>	<input type="checkbox"/>	North side traffic circulation
<input type="checkbox"/>	<input type="checkbox"/>	Relative noise and air quality impacts
<input type="checkbox"/>	<input type="checkbox"/>	Ability to accommodate larger vehicles
<input type="checkbox"/>	<input type="checkbox"/>	Potential for aesthetic treatments
<input type="checkbox"/>	<input type="checkbox"/>	Volume of SH 82 traffic on 6 th Street
<input type="checkbox"/>	<input type="checkbox"/>	Development opportunities in 6 th Street area
<input type="checkbox"/>	<input type="checkbox"/>	Property acquisitions (partial or full)
<input type="checkbox"/>	<input type="checkbox"/>	Impacts during construction
<input type="checkbox"/>	<input type="checkbox"/>	Impacts to businesses
<input type="checkbox"/>	<input type="checkbox"/>	Ability to accommodate bikes and pedestrians
<input type="checkbox"/>	<input type="checkbox"/>	Intersection at Laurel
<input type="checkbox"/>	<input type="checkbox"/>	Hot Springs pool parking access
<input type="checkbox"/>	<input type="checkbox"/>	Effects on views
<input type="checkbox"/>	<input type="checkbox"/>	Access to I-70
<input type="checkbox"/>	<input type="checkbox"/>	Construction impacts

Other

Additional comments:

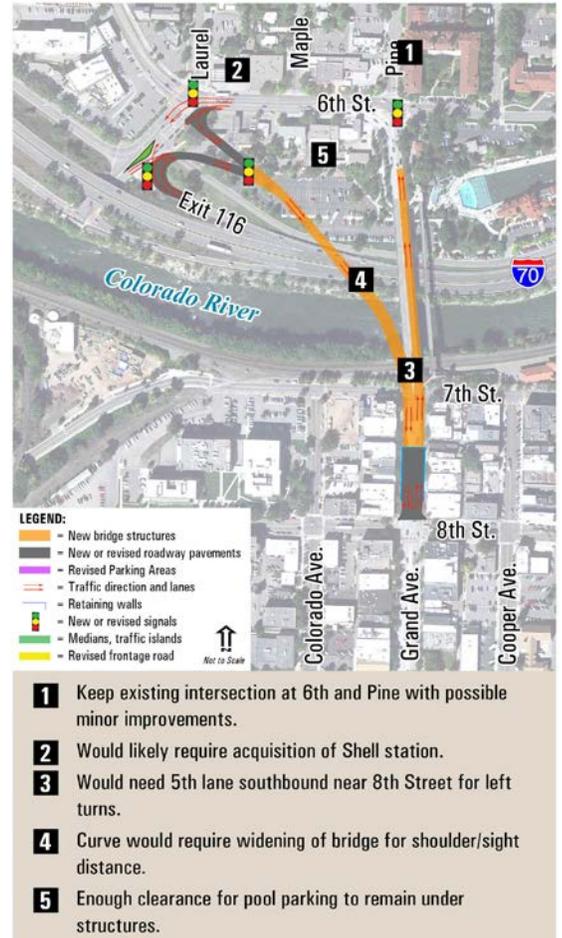


Alternative 4: Two bridges, aligned to Laurel and Pine with a single connection to Grand Ave.

Like	Dislike	(compared to the other alternatives)
<input type="checkbox"/>	<input type="checkbox"/>	Downtown traffic circulation
<input type="checkbox"/>	<input type="checkbox"/>	North side traffic circulation
<input type="checkbox"/>	<input type="checkbox"/>	Relative noise and air quality impacts
<input type="checkbox"/>	<input type="checkbox"/>	Ability to accommodate larger vehicles
<input type="checkbox"/>	<input type="checkbox"/>	Potential for aesthetic treatments
<input type="checkbox"/>	<input type="checkbox"/>	Volume of SH 82 traffic on 6 th Street
<input type="checkbox"/>	<input type="checkbox"/>	Development opportunities in 6 th Street area
<input type="checkbox"/>	<input type="checkbox"/>	Property acquisitions (partial or full)
<input type="checkbox"/>	<input type="checkbox"/>	Impacts during construction
<input type="checkbox"/>	<input type="checkbox"/>	Impacts to businesses
<input type="checkbox"/>	<input type="checkbox"/>	Ability to accommodate bikes and pedestrians
<input type="checkbox"/>	<input type="checkbox"/>	Intersection at Laurel
<input type="checkbox"/>	<input type="checkbox"/>	Hot Springs pool parking access
<input type="checkbox"/>	<input type="checkbox"/>	Effects on views
<input type="checkbox"/>	<input type="checkbox"/>	Access to I-70
<input type="checkbox"/>	<input type="checkbox"/>	Construction impacts

Other

Additional comments:

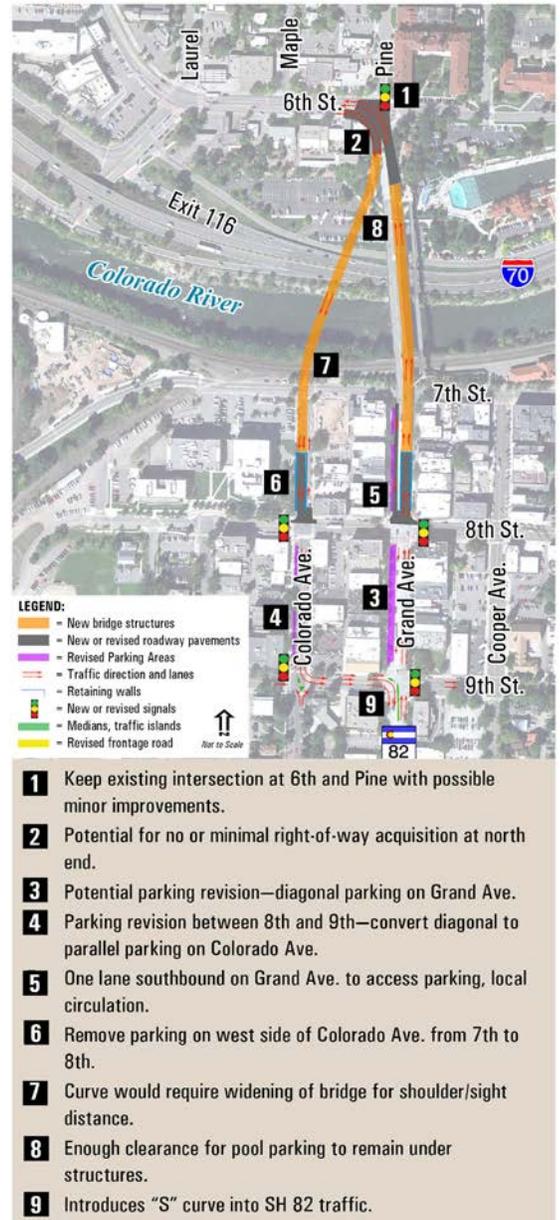


Alternative 6: Couplet using Grand Ave. and Colorado Ave.

Like	Dislike	(compared to the other alternatives)
<input type="checkbox"/>	<input type="checkbox"/>	Downtown traffic circulation
<input type="checkbox"/>	<input type="checkbox"/>	North side traffic circulation
<input type="checkbox"/>	<input type="checkbox"/>	Relative noise and air quality impacts
<input type="checkbox"/>	<input type="checkbox"/>	Ability to accommodate larger vehicles
<input type="checkbox"/>	<input type="checkbox"/>	Potential for aesthetic treatments
<input type="checkbox"/>	<input type="checkbox"/>	Volume of SH 82 traffic on 6 th Street
<input type="checkbox"/>	<input type="checkbox"/>	Development opportunities in 6 th Street area
<input type="checkbox"/>	<input type="checkbox"/>	Property acquisitions (partial or full)
<input type="checkbox"/>	<input type="checkbox"/>	Impacts during construction
<input type="checkbox"/>	<input type="checkbox"/>	Impacts to businesses
<input type="checkbox"/>	<input type="checkbox"/>	Ability to accommodate bikes and pedestrians
<input type="checkbox"/>	<input type="checkbox"/>	Intersection at Laurel
<input type="checkbox"/>	<input type="checkbox"/>	Hot Springs pool parking access
<input type="checkbox"/>	<input type="checkbox"/>	Effects on views
<input type="checkbox"/>	<input type="checkbox"/>	Access to I-70
<input type="checkbox"/>	<input type="checkbox"/>	Construction impacts

Other

Additional comments:



The alternatives provide different opportunities for 6th Street, from Pine to Laurel. Which scenario offers the greatest potential for that area?

- All SH 82 traffic remains on 6th (Alternatives 1 and 6)
- All SH 82 traffic is diverted from 6th and 6th serves local traffic only (Alternative 3)
- SH 82 inbound traffic is diverted from 6th and outbound traffic remains on 6th (Alternative 4)

Please explain why:

Are there alternatives that were screened out in Level 2 that you feel should still be considered? Please tell us what it is about the alternative(s) you like.

Please provide your email to be notified of planning updates and meetings:

Name: _____

E-mail: _____

Address: _____

Please leave completed comment sheet in the drop box located at the exit/entrance. You may also submit comments by June 27, 2012, via mail, email, fax, or on line. If your comments are not submitted on this form or the one on line, please indicate that they are specifically related to what was presented at the Public Open House.

- **Mail** your comments to: Joe Elsen, Colorado Department of Transportation, 202 Centennial Street, Glenwood Springs, CO 81601.
- **Email** your comments to: Joseph.Elsen@dot.state.co.us.
- **Fax** your comments to: Joe Elsen at 970.947.5133.
- **Fill out this form on line at:** <http://www.coloradodot.info/projects/sh82grandavenuebridge/public-involvement/public-open-house-june-6-2012>.