

### **Overview**

The Stakeholder Working Group Workshop was held on May 30, 2013, at the Glenwood Springs Community Center. The workshop focused on design concepts that will shape what the highway and pedestrian bridges and other project features look like.

The Stakeholder Working Group attendees were asked to discuss what they liked about certain considerations, and what concerns they had and why. The topics were:

- Pedestrian Bridge Types
- Entry to Glenwood Springs
- Highway Bridge Elements

As the groups rotated to the three stations, they were asked questions that specifically related to the topics. The considerations and feedback received on them are summarized on the next pages.

## **Pedestrian Bridge Types**

Consider the different bridge types presented and discuss:

- What is important to you about each of these bridge types and why?
- What aspects of the different structure types are consistent with the context?
- What aspects of the different structure types are inconsistent with the context?
- What is most important to you in selecting the pedestrian bridge type and why?

## **Participants' Comments**

- Thin structure that minimizes impact on views.
- Arch doesn't fit in.
- Keep viewshed transparent = very high priority.
- Favor arch because it's elegant.
- Arch doesn't "fit" into surrounding background.
- Will design of ped bridge be complementary with vehicle bridge? It should.
- Keep deck thin.
- First two bridges (cable stay) fit better with angular mountains and buildings that surround it.
- Take advantage of the bridge's "noticeability" from I-70. Should see bridge when coming from Grand Junction and Denver.
- Upper one maybe more comfortable when using it.
- Don't want to see the traffic on vehicle bridge from ped bridge.
- Pull out areas: trains, river, highway, and pool.
- Make room for small concessions on bridge.
- Mounted water cannons to squirts rafters!
- Decorative lighting (Design Section).
- Transparency, symmetry with mountains.
- Cables coming down from over head provide sense of safety.
- Don't hang highway signs on ped bridge.
- Try to separate bikes and peds for safety.
- Design for the best way to do this.
- Six people favor cable stay; 2 favor arch.
- Bridge should be visible; like arch.
  - Balance transparency with entrance statement.
- Arch looks more appealing and graceful.
- Cable stays are lighter.
- Highway bridge has curvature, ped bridge more angular when looking at plan view.
- Cable stay bridge lets mountains show better – arch draws your attention away from mountains.
- Design tower on cable-stay in a natural way.
- Shouldn't have anything above deck. Let town attract people not bridge.
- Arch element doesn't seem to the context of community.
- Thickness of arch could distract from mountains views.
- Natural occurring colors will help the bridge blend in and conform with downtown buildings.

- Look at another option: no superstructure above deck.
- Cable stay bridge more angular and a better ability to be transparent.
- More historic look desired to blend into context.
- Make forms fit together.
- Lighting: all can be lit nicely.
- Make sure highway bridge and ped bridge doesn't clash (arch is more challenging to do this).
- Possibly have piers on each side defining ends of bridge.
- Arch bridge could mimic arches on highway bridge between piers.
- Bring piers up a little high and soften piers.
- Elevator has a lot of support in this group. Ramp too long for disabled.
- Bump outs for viewing, concession stands.
- Be able to experience bridge up close.
- Build side curb on stairs to push bike up and down stairs.
- A symmetric stay cable has a good look (option 2).
- Rib City building is example of blending local elements into design.
- Use local earth tone colors.
- Put a geothermal heat system in deck.

## **Entrance to Glenwood Springs**

The I-70 ramp into Glenwood Springs and the complex of new connections on the north provide an opportunity to define a gateway into the downtown and the community.

- What do you want to convey to drivers entering Glenwood Springs at this point?
- What concerns do you have that may be addressed through design?
- What tools or design features do you think would support these outcomes most effectively and why?

## **Participants' Comments**

### **Roundabout**

- Can we go back to a standard intersection at 6<sup>th</sup> and Laurel.
- Complicates the decisions.

### **Design Elements at Bridge**

- Arch/overhead pillar entry gateway.
- Repeat treatments on bridge.
- Clearly include wayfinding.
- Materials consistent with downtown – Peach Blow.
- Do not want brick pavers.
- Enhance historic district.
- Bring historic downtown elements and materials to north side gateway.
- New arch is being built on 6<sup>th</sup> Street for pool.
- Consider pavement color/texture for different destinations.
  - Or arrows/color.
- Pillars – look at Hotel Colorado for ideas. Use cues from Glenwood.
- Ped Crossing:
  - Set back from circle
  - Look at raised crosswalks.
- Roundabout landscaping, lighting, artwork would enhance 6<sup>th</sup> Street redevelopment.
- Trees! Circle and landscaped areas evergreen, wildflowers, and aspens.
- Maintenance a big issue – Design for minimal maintenance and
- Area A is a great opportunity for landscaping and Entry feature/sign perimeter wall to keep peds out.
- Like Glenwood Entry sign.
- Area A incorporate Lake.
- Design competition.
- Take design materials thru all project elements mimic elements from bridge
- “Home of CMC”
- Crosswalks – Change material.
- Change material or color of street to let know not on highway.
- Underpass should not feel like tunnel.
- Like Boulder 28<sup>th</sup> Street underpass entry features.

- Entry Points for Similar Features/Pillars:
  - Entry to 6<sup>th</sup> Street.
  - Start of bridge.
  - Entry to underpass on south side.
  - Could be pillars for start of bridge that connect to underpass entrances.
- Play off color of Hotel Colorado.
- Medians – low maintenance and simple/xeriscaping and rocks.
- Walls and texture, layering repeat themes.
  - Feeling of the canyon.
  - Natural colors and materials.
  - Accent on surroundings.
  - Directional signing and wayfinding critical.
  - Tie north and south side of bridge and downtown with repetition of pillars
  - Welcoming signs.
- Capture drivers' attention at exit point and ramp.
- Look at artwork, etc., in Area B.
- Underpass :
  - Incorporate lighting and art – color the concrete peach blow.
- Roundabout landscaping and trees - evergreen, something substantial and low maintenance statue or artwork.
- Location C – Look at entry arch.
- Lighting – warm, surface.
- Wayfinding should be friendly and consistent to enhance visitor experience.
- “Main Street to not through.”

## Highway Bridge Elements

Consider the materials, scale, and treatments shown and discuss:

- What is important to you about the materials, scale and treatments shown here
- What do you like about the different treatments and why
- What treatments best support or enhance the context as expressed in the project's context statement and why

### SH 82 Grand Avenue Bridge Context Statement

*The Grand Avenue bridge over the Colorado River, Interstate 70 and the railroad tracks, connects north and south Glenwood Springs, I-70 and State Highway 82, and the historic districts of downtown and the Glenwood Hot Springs.*

*The bridge stands as a gateway to the city of Glenwood Springs, Glenwood Canyon, the Roaring Fork Valley, and Colorado's western slope communities. It serves local, regional and state travel, local commuters, emergency response, bicyclists and pedestrians.*

*The soaring walls of Glenwood Canyon; the rich history of Glenwood Springs, built at the confluence of the Colorado and Roaring Fork Rivers; mining; tourism and recreation define a splendid and vivid context for the Grand Avenue bridge.*

### Participants' Comments

- How about variable depth edge beam downtown?
- Face columns and walls with brick /stone.
- Look at restrooms under abutments, don't block alley view.
- Keep columns at edge of deck.
- Rose tint matches peach blow sandstone.
- Can be unique Glenwood and not match the canyon.
- Both bridges work together.
- Who will determine underlying infrastructure/furniture.
  - Keep bridge rail more transparent over river and less open downtown.
- Incorporate inviting lighting.
  - Feeling safe
  - Maybe light art
  - San Antonio Riverwalk
  - Lighting under river spans?
- Bathrooms could be moved to the vacant land adjacent to alley - with a small plaza area.
- Pigeon Proof is good!
- Drop ground level to create more space.
- Arch ribs give more diversity; outside columns emphasize businesses.
- Create the most space to do the most with.
- More head room.
- Concrete better than steel.

- Like extending columns upward.
- Columns (outside) create a better feel for businesses.
- Can restaurants have access (use for tables, etc.) to the area under the bridge?
- Ped bridge more prominent so it's seen coming from west.
- Arch bridge is too low.
- Don't want to overdo lighting.
- Shield lights to sky.
- Lighting in Albuquerque and Minneapolis makes bridges special.
- Perception that north and south downtowns are separate – can bridge “connect” the two?
  - Architectural elements can help this.
- “Rusting” look not good.
- Patterned concrete.
  - Surfaces/shapes of railings to mitigate noise?
- Noise mitigation very important.
- Bridge Piers in Glenwood Canyon are boring.
- How do people get to the events? Parking?
- Piers to the inside – it doesn't feel as closed in. More space on outside.
- Thinner depth more approachable.
- Piers on the outside - less mass, more light.
- Lighting, openness, pigeon-proof.
  - Clean
  - Make the space inviting
- Concern about snow melt/mag chloride.
- Stairs = skateboard heaven
- Pavers – good addition to curved ped bridge.
- Residents in buildings on Grand Avenue now experience noise and light pollution.
  - Solid barriers into downtown mitigate that.
- The wider the bridge, the less light.
- Talk to merchants – what do they think? (light, height, width).