

**Arriving at an Acceptable ADA Facility
to Connect the New Pedestrian Bridge to 7th Street**

After several months of research and decision-making, the Grand Avenue bridge project team is proceeding with the design of double elevators that will move pedestrians and bicyclists to and from 7th Street and the new pedestrian bridge across the Colorado River. All options considered during the alternatives evaluation process would have provided the required ADA access at this location. Each option was developed and evaluated based on the project criteria developed early in the process with input from stakeholders and the public. The evaluation criteria include the project Purpose and Need and stakeholder input. This double elevator option is being incorporated into the Build Alternative evaluated by the Environmental Assessment.

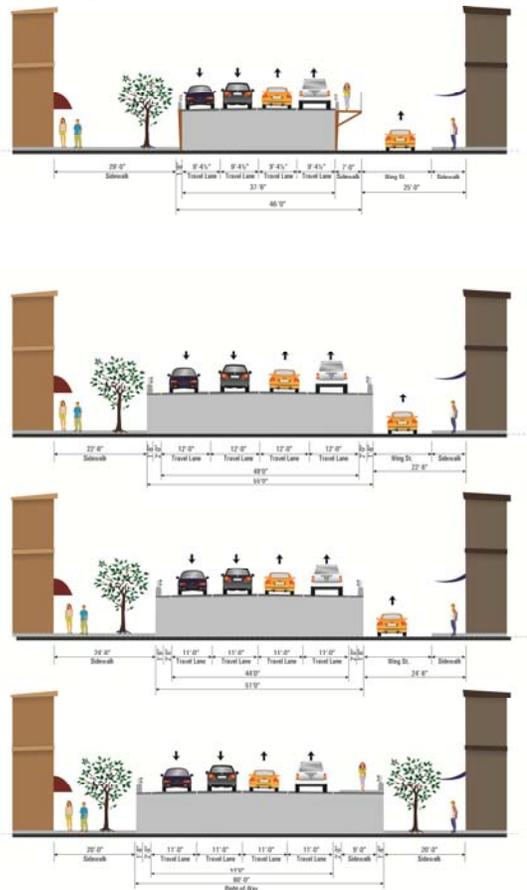
Grand Avenue Bridge Cross-Section Options

The decision-making process began in March 2012 as the project team was evaluating cross-sections for the Grand Avenue Bridge that would fit within the available 100-foot right-of-way between 7th and 8th Street. To meet the project Purpose and Need, the vehicle bridge needed to accommodate four standard lanes, which meant a wider bridge than the existing. The first determination was whether or not to include a sidewalk and/or bike lanes on the bridge. The desire to separate pedestrians and bicyclists from vehicular traffic and for a wider sidewalk resulted in a much wider structure that would have greater impacts south of 7th Street. It was determined to not have a sidewalk on the vehicle bridge. This would mean ADA access to 7th Street would need to be provided by another means.

ADA Access Options

Three options were evaluated during Level 2 and 3 screening. Stairs would be combined with each of these options.

- ❖ An attached sidewalk on the Grand Avenue Bridge between 7th and 8th Streets, connecting to the pedestrian bridge, similar to the existing ramp, but designed to meet current design standards.
- ❖ A new ramp system between 7th Street and the railroad to provide accessible ADA access to the existing or new pedestrian bridge.
- ❖ One or two elevators between 7th Street and the railroad to the pedestrian bridge.



Existing Grand Avenue Bridge at top. Below are the 4-lane cross-section options with and without a sidewalk attached to Grand Avenue Bridge.

There was substantial feedback from the public on the first option that the added width of the structure for the sidewalk, combined with a left turn lane at 8th Street, would negatively impact businesses in this area. Also, emergency service providers were concerned that the wider structure would impair their access to the businesses in this area. For these reasons, this option was screened out at Level 3. The Preferred Alignment identified in September 2012 did not include an attached sidewalk, and the project team began further evaluations of the ramp and elevator options.

Subsequent to the attached sidewalk being screened out, CDOT's SH 82 Access Control Plan included a right-in/right-out option at the 8th Street and Grand Avenue intersection that would have eliminated the need for a left turn lane in the 700 block of Grand Avenue. Therefore, the Grand Avenue project team included the attached 8- to 12-foot sidewalk as an option to the south side connections at the January 9, 2013, Public Open House. Ultimately, the City of Glenwood Springs chose to keep the four-way intersection, and the cross-section identified in the Preferred Alternative was maintained.

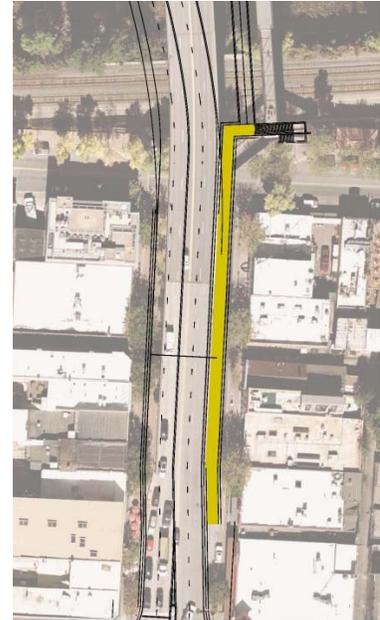
Pedestrian Ramp vs. Elevator

During an almost year-long evaluation process, several configurations of a ramp system were developed and compared with one or two elevators. The evaluation process was consistent with the Context Sensitive Solution (CSS) process, which recognizes that selecting the best solution requires balancing a wide range of concerns and issues.

Several factors were considered equally, along with the project's Critical Success Factors and evaluation criteria, including:

Visual impacts	Snow removal
Opportunities for aesthetic treatments	ADA accessibility
Responsibility for general maintenance	Bike user acceptance
Security	Right-of-way
Public acceptance	Parking impacts
Capital cost	Redundancy
Operation & maintenance	Buy America
Life cycle cost	

As part of the Grand Avenue Bridge project, the ramp and/or elevator(s) would be part of the capital cost of building the project; however, once built, the Colorado State Statute that governs the "Division of Authority" between state and municipal governments requires the City to take on the maintenance and operation responsibilities. Because of this, it was ultimately the City's decision about which option best fit their long-term goals and community acceptance.



Attached sidewalk that would have worked with a right-in/right-out intersection at 8th Street being considered under the SH 82 Access Control Plan.

The City and the project team received input from a wide range of agencies and stakeholder groups, as shown in the table below.

Groups Providing Input on Pedestrian Ramp and Elevator Options

SH 82 Grand Avenue Bridge Stakeholder Working Group	City Council Work Sessions	Garfield County Board of
SH 82 Grand Avenue Bridge Project Leadership Team	County Commissioners	
SH 82 Grand Avenue Bridge Issue Task Force	General public comments on model displays at	
CDOT Civil Rights & Business Resource Center	Strawberry Days and Downtown Market and at City Hall	
Colorado Bridge Enterprise	General public at story pole demonstration	
City of Glenwood Springs River Commission	Community organizations	
Downtown Development Authority	Other engineering consultants	
City Council Regular meetings		



The physical model was viewed by attendees at the 2013 Strawberry Days and weekly Downtown Markets who provided feedback on the ramp only, ramp with elevator, and elevator only options.



A story poling exercise was held on October 16 and 17, 2013, along the north side of 7th Street between Grand Avenue and Cooper Street to visually represent what an ADA ramp could look like along 7th Street.

The final decision was regarding three options depicted on the next page – a double elevator or single elevator with no ramp, a single elevator with a ramp, and a ramp only (with clock tower):

- Under the elevator-only options, a dependable and reasonable backup access for redundancy would be required during elevator outages, resulting in added costs for maintenance, operations, and security, as the elevator would need to be climate-controlled and open 24/7.
- The ramp with an elevator would provide this redundancy and the elevator could be “turned off” during non-peak hours, such as 10:00 p.m. to 7:00 a.m., to reduce security and cleaning issues.
- A ramp-only option would be simpler yet, and the ongoing costs would be the lowest; however, a ramp could be more challenging for the mobility impaired.

The primary factors the City considered were how the ADA access is provided at all times, costs of the ongoing maintenance/ security/ operations, what uses each supports/ promotes (pedestrian/ bicycle, etc.), how each fits into the context of downtown, and how each affects City planning for the downtown and 7th Street areas.

Because of the large volume of information that had been generated by different parties and the different variations on the ramp and elevator options, the SH 82 Grand Avenue Bridge Project Leadership Team (PLT) created an Issue Task Force to review the information and consolidate in a packet that was submitted to the City Council prior to the January 2, 2014, Council Meeting. The packet facilitated the City's decision-making process that resulted in its endorsement of a double elevator without a ramp.

The double elevator satisfies the ADA requirements and was determined to be consistent with City goals and the preference of the general public and downtown businesses most affected by the project. It is anticipated the cost of designing and building the double elevators will be covered by CDOT as part of the Build Alternative. Ongoing maintenance, security, and operations will be the responsibility of the City under a Memorandum of Understanding between the City and CDOT.

Double Elevator No Ramp



From Grand Avenue Wing Street area



From 7th and Cooper

Single Elevator with Ramp or Ramp Only (Clock Tower)



From 7th and Cooper

Single Elevator No Ramp



From 7th and Cooper



From Juicy Lucy's



From Juicy Lucy's



From Grand Avenue Wing Street area



From Grand Avenue Wing Street area



West end bike ramp from 7th east of Colorado



From 7th east of Colorado