

# Appendix A - Street Sections

6TH STREET CORRIDOR PLAN

## STREET SECTIONS

INTRO TEXT HERE...

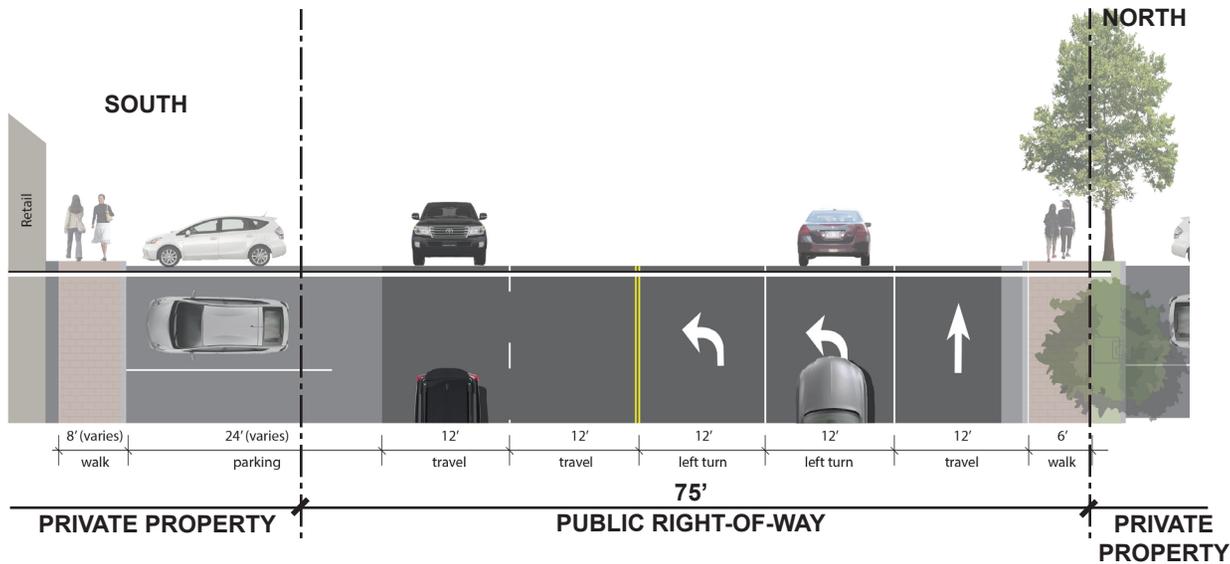
## IN THIS CHAPTER

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STREET SECTIONS

I

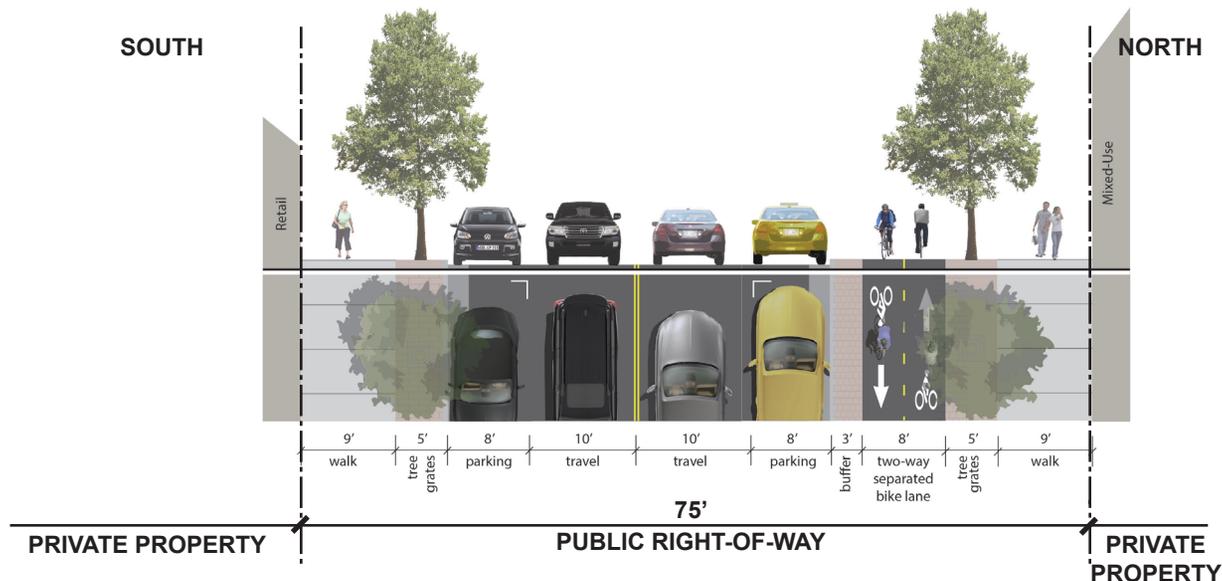
## East 6th Street (Pine to Laurel) - EXISTING



### EXISTING CONDITIONS

Currently, 6th Street between Pine and Laurel includes approximately 5 lanes for traffic and 90-degree head-in parking along the south side of the street. Sidewalks are approximately 6 feet wide. Street trees exist consistently on the north side and intermittently on the south side.

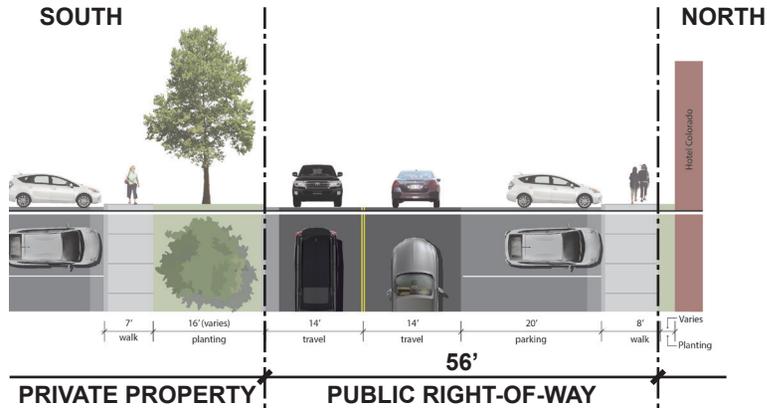
## East 6th Street (Pine to Laurel) - PROPOSED (typical)



### PROPOSED CONDITIONS

Once the new I-70 interchange and roundabout is finished, traffic from Pine to Laurel is anticipated to decrease by 80 percent. Therefore, the proposed street section is much narrower, with two travel lanes (one in each direction) and on-street parallel parking on either side of the street to accommodate commercial businesses. Each sidewalk consists of a 9-foot walkway and 5-foot amenity zone adjacent to the curb for street trees, benches, lighting, bike racks, and trash receptacles. On the north side of the street, an 8-foot wide, two-way protected bike lane and 3-foot buffer zone will be adjacent to the curb.

## East 6th Street (at Hotel Colorado) - EXISTING



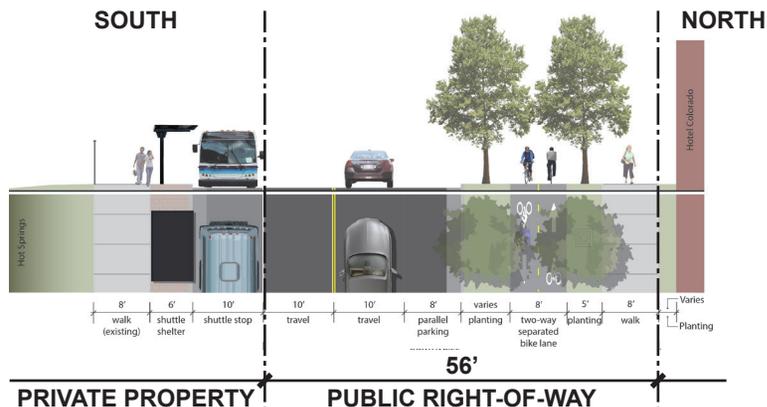
### EXISTING CONDITIONS

East of Pine Street, 6th Street takes on a much narrower profile, with only two lanes of traffic (one in each direction). These lanes are approximately 14-feet wide. In front of Hotel Colorado, there are 21 90-degree head-in public on-street parking spaces and an 8-foot sidewalk. On the south side, on the Hot Springs property, there is a planting area with grass and trees and a 7-foot wide sidewalk. A small parking lot for the pool is present in this section as well. Further east, the street remains consistent with two lanes of through traffic, and there are some existing on-street parking spaces by the Art Center.

Note: Per Ordinance No. 25 Series of 2015, the City vacated portions of the 6th Street right-of-way adjacent to Hot Springs Pool properties. The result is that the city only owns the area between the curbs where the street touches Hot Springs Lodge and Pool properties.

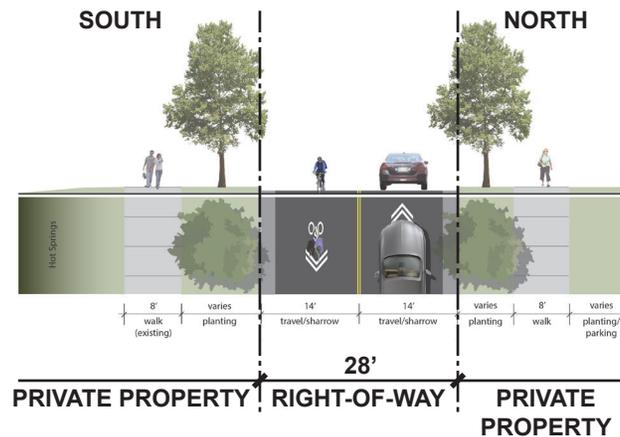
## East 6th Street (at Hotel Colorado) - PROPOSED

From Pine to Olive:



## East 6th Street (east of Hotel Colorado) - PROPOSED

East of Olive:

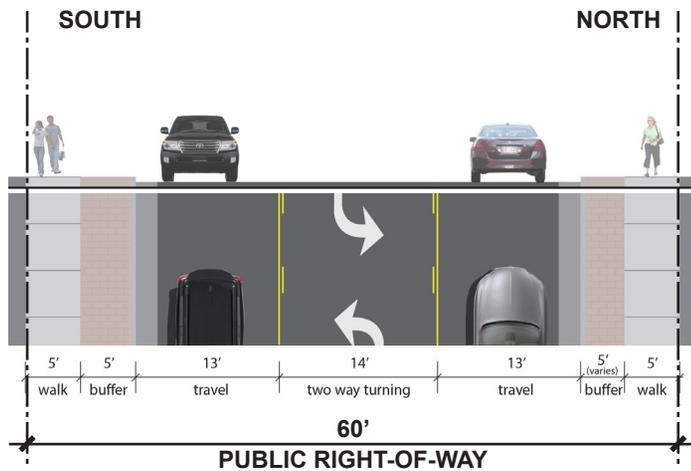


### PROPOSED CONDITIONS

From Pine to Olive, the street section on the north side is identical to the section from Pine to Laurel, including a wide sidewalk, protected bike lane, and on-street parallel parking. The south side includes a proposed shuttle stop.

East of Olive, the street remains as-is, except for the addition of "sharrows" to provide a space for bicyclists coming from the Glenwood Canyon Trailhead.

## West 6th Street - EXISTING



### EXISTING CONDITIONS (LEFT)

West 6th Street includes two travel lanes (one in each direction) and a wide, continuous center turn lane. The sidewalks are approximately 5-feet wide with a 5-foot wide “buffer” that is differentiated with Decorastone pavers. The buffer area includes outdated street lights. The only existing trees are in front of the Antlers hotel. The right-of-way varies in some locations, but for the most part it is 60-feet wide.

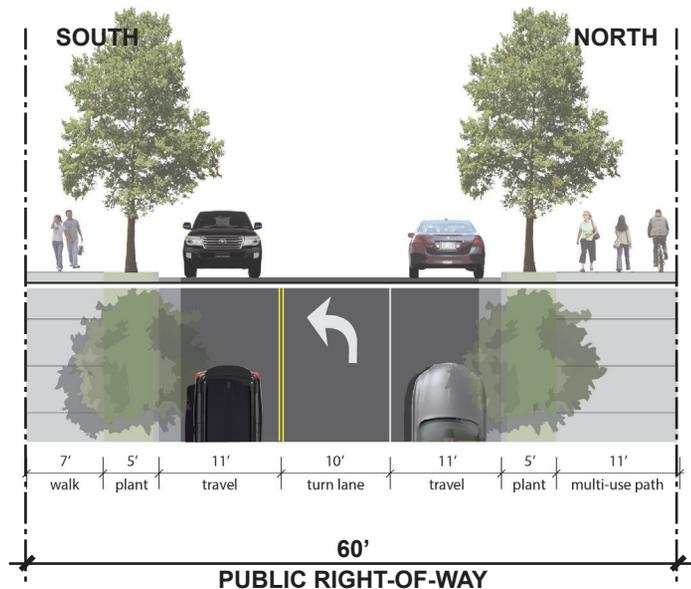
### PROPOSED CONDITIONS (BELOW)

The proposed street section for West 6th Street reduces the width of the curb-to-curb dimension from 40-feet to 32-feet to slow down traffic and give more space to pedestrians. The street would operate much like it does today (two travel lanes plus center turn lane). The north side of the street includes an 11-foot multi-use path where pedestrians and bicyclists would share the space. The south side of the street includes a 7-foot sidewalk. Both sides include a 5-foot wide planting strip for street trees.

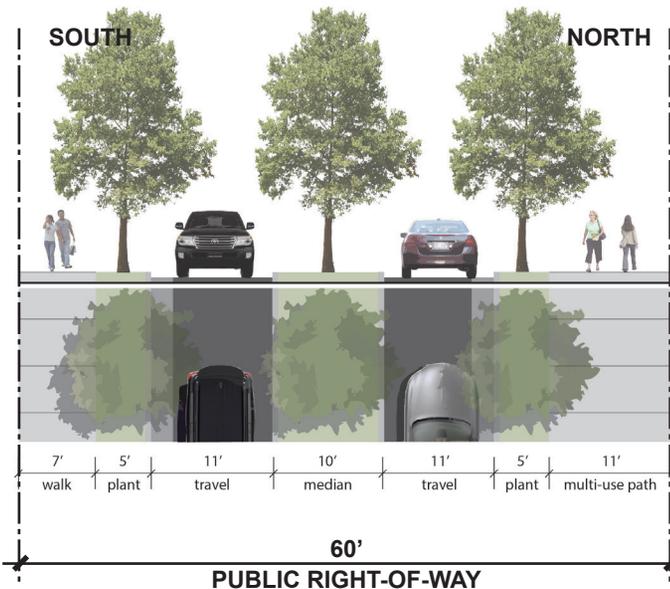
The long-term section is intended to take place once redevelopment starts to occur and access points can be consolidated. This would still allow for a turn lane where needed, but also provides additional landscaping between turn lanes.

**NOTE: This assumes West 6th Street from Laurel to Devereux will be devolved from CDOT’s ownership to the City.**

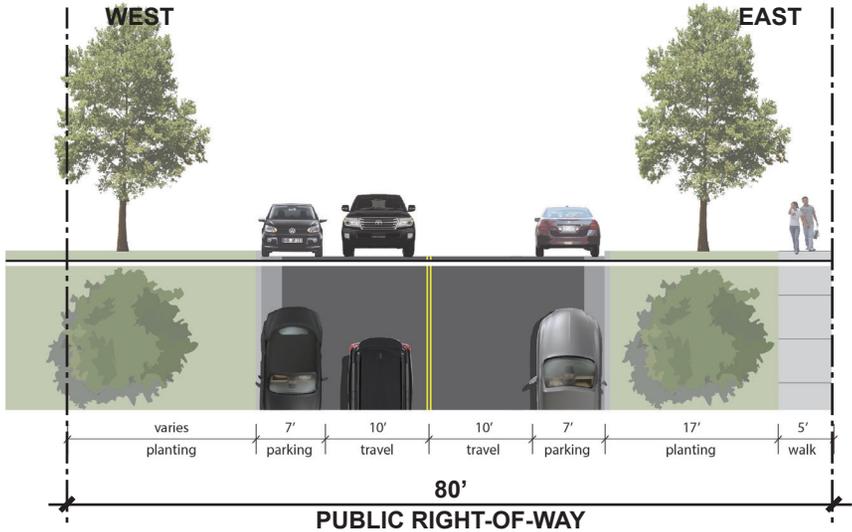
## West 6th Street - PROPOSED (short-term)



## West 6th Street - PROPOSED (long-term)



### Laurel Street - EXISTING



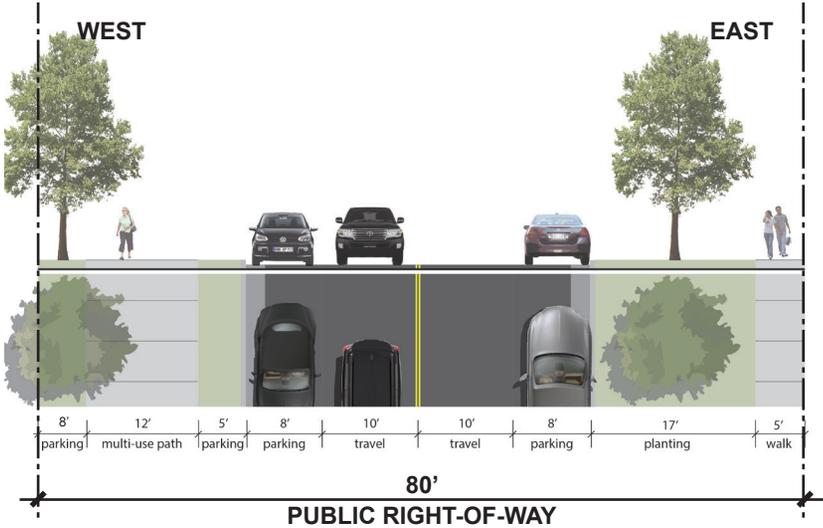
### EXISTING CONDITIONS

Laurel Street includes two travel lanes and on-street parallel parking on either side of the street. The east side of the street includes a sidewalk with a significant tree lawn and trees. The west side does not currently have a sidewalk.



*A multi-use path provides a comfortable and safe experience for both pedestrians and bicyclists. It is also family-friendly, serving both residents of North Glenwood as well as tourists.*

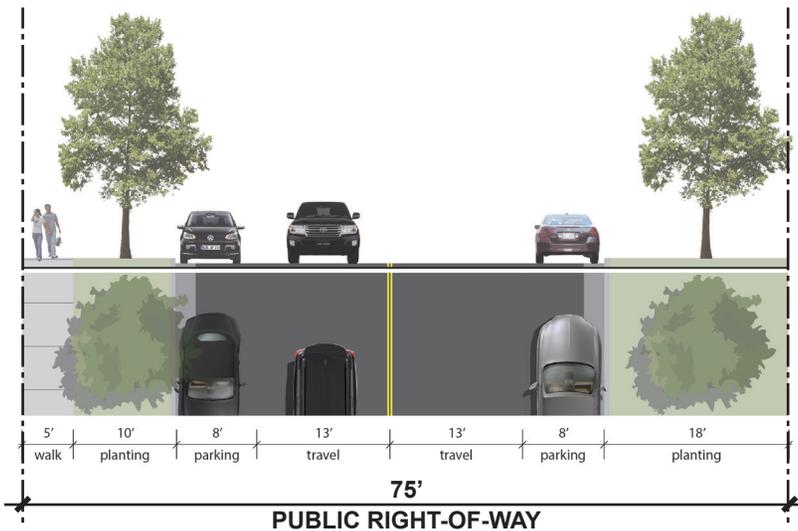
### Laurel Street - PROPOSED



### PROPOSED CONDITIONS

Laurel Street's east sidewalk, tree lawn and curb will remain in place. Improvements to Laurel consist of widening the street slightly to provide for 8-foot parking lanes. A multi-use path is provided on the west side of the street which connects into the future 5th Street multi-use path.

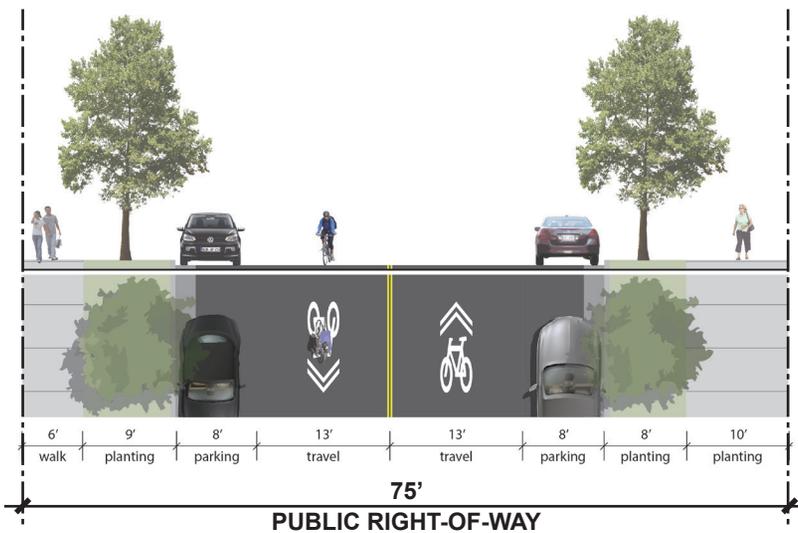
## Maple Street - EXISTING



### EXISTING CONDITIONS

Maple Street includes two travel lanes plus on-street parking. A sidewalk and tree lawn is present on the west side of the street, but the east side lacks a sidewalk. Note that this condition describes Maple Street north of the alley. South of the alley, the street includes 90-degree head-in parking and an attached sidewalk.

## Maple Street - PROPOSED



### PROPOSED CONDITIONS

The proposal for Maple Street is to keep the curb-to-curb dimension with travel lanes and on-street parking, but adding in a sharrow for bikes. The west side of the street includes a 6-foot sidewalk and tree lawn adjacent to the curb. The east side includes a tree lawn adjacent to the curb with a 10-foot wide sidewalk.

Note that the vision for Maple Street is to remain residential in character, even though some homes may convert to commercial uses to support the Village Core.

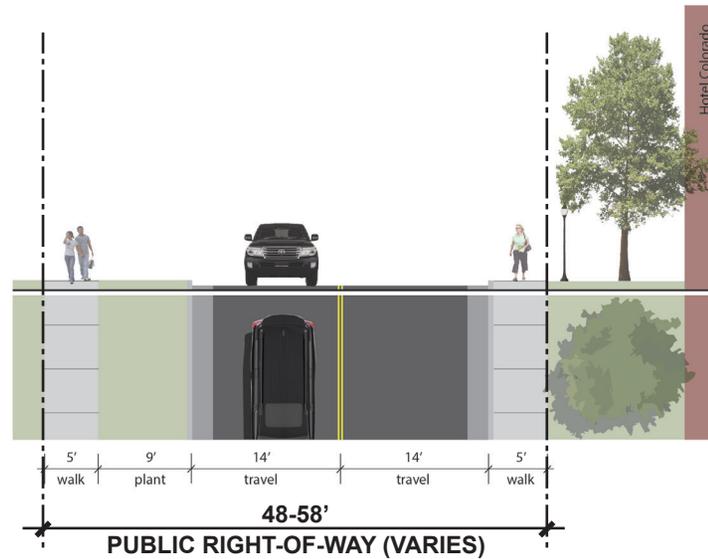


*Some residential structures may be converted into commercial uses to support the Village Core. Providing ample sidewalks to support circulation to and from the Village Core is desired.*



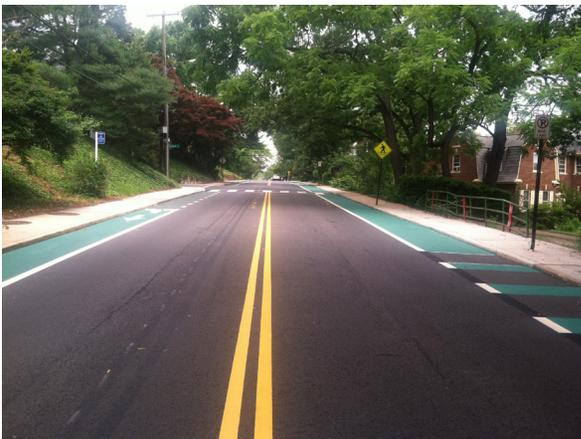
Intersection of 5th and Pine Streets, looking south (existing).

### Pine Street - EXISTING



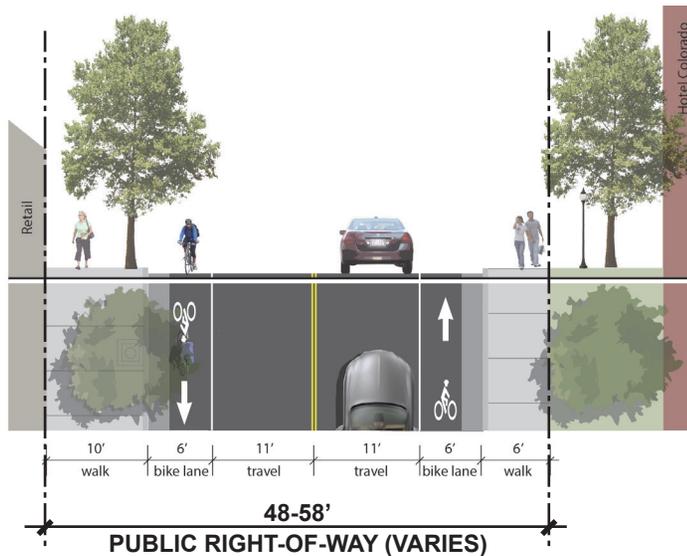
### EXISTING CONDITIONS

Pine Street includes two wide travel lanes. An attached sidewalk is adjacent to the Hotel Colorado, which connects into the buildings' west entrance and Porte Cochere. The west side includes a wide tree lawn and sidewalk. On-street parallel parking is provided north of the alley and Hotel Colorado.



Bike lanes provide a dedicated and safe connection along the proposed Glenwood Loop.

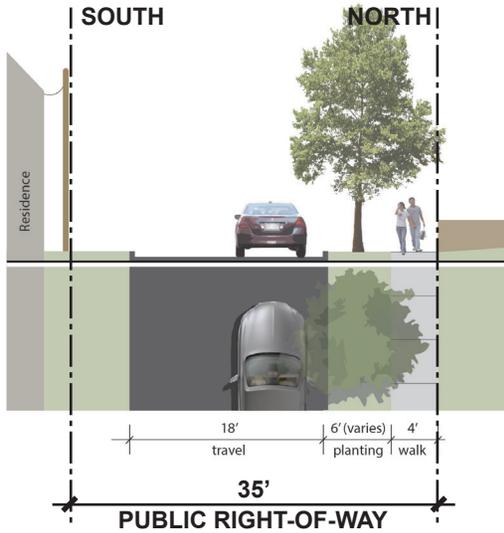
### Pine Street - PROPOSED



### PROPOSED CONDITIONS

Pine Street is part of the route for the proposed "Glenwood Loop," which is intended to serve avid bicyclists and connect the two regional trails - Glenwood Canyon and Rio Grande. Therefore, dedicated bike lanes are proposed in this street section from 6th Street to 5th Street.

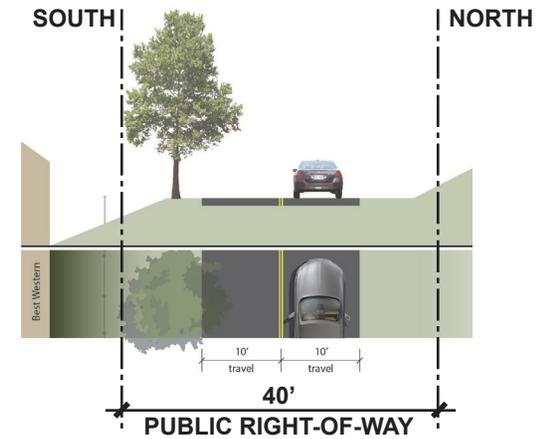
## 5th Street - EXISTING



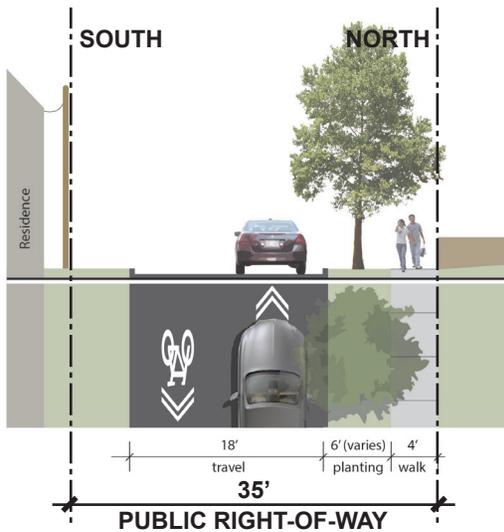
### EXISTING CONDITIONS

5th and Linden Streets are currently unimproved residential streets with no curb and gutter. They are very narrow, with only a 35-foot and 40-foot public right-of-way. The actual street is approximately 18-feet to 20-feet wide. These streets do not experience heavy traffic and are quite pleasant, with mature trees and landscaping and residential uses.

## Linden Street - EXISTING



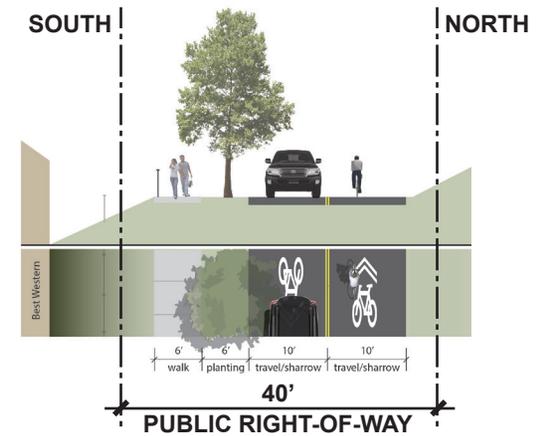
## 5th Street - PROPOSED



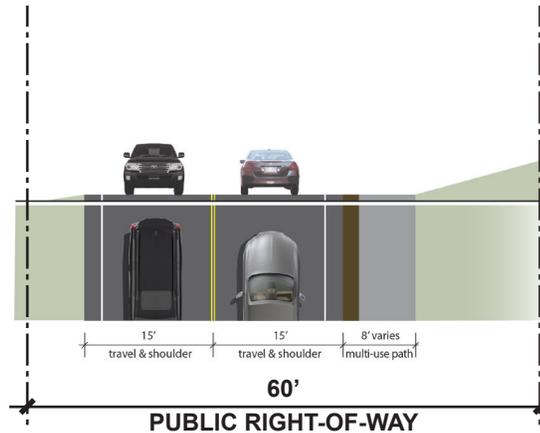
### PROPOSED CONDITIONS

The improvements proposed for 5th and Linden Streets include installing curb and gutter as well as repaving the streets and adding "sharrows" to delineate a safe space for bicyclists. A shared condition is desired by the neighborhood, and with limited right-of-way and traffic, this seems to be an appropriate solution. A sidewalk is proposed along the south side of Linden Street to accommodate pedestrians.

## Linden Street - PROPOSED



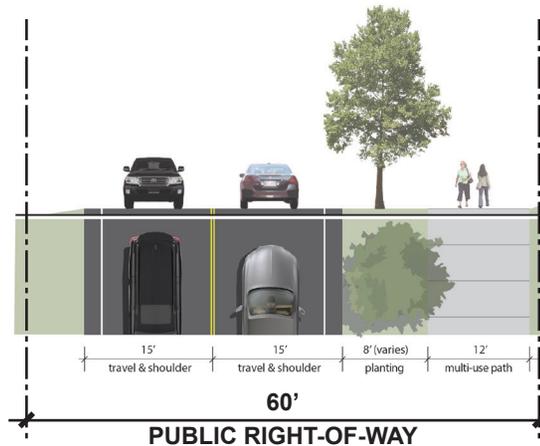
## W. 6th Street (West of Devereux) - EXISTING



**EXISTING CONDITIONS**

W. 6th Street (West of Devereux) turns into a narrower section with only two drive lanes (one in either direction). A wide shoulder currently exists on the north side and is often used for bicyclists and pedestrians. However, due to the fact that there is no curb and gutter in this area, the area is often full of gravel and other debris making it difficult to traverse on foot or bike.

## W. 6th Street (West of Devereux) - PROPOSED



**PROPOSED CONDITIONS**

The improvements for W. 6th Street (West of Devereux) include a defined street with curb and gutter, as well as a detached 12-foot multi-use path for bicyclists and pedestrians to share. The path would be protected from travel lanes with a wide tree lawn and street trees.