



GOLDEN PEAKS TO PLAINS: All Proposed Alignment Alternatives

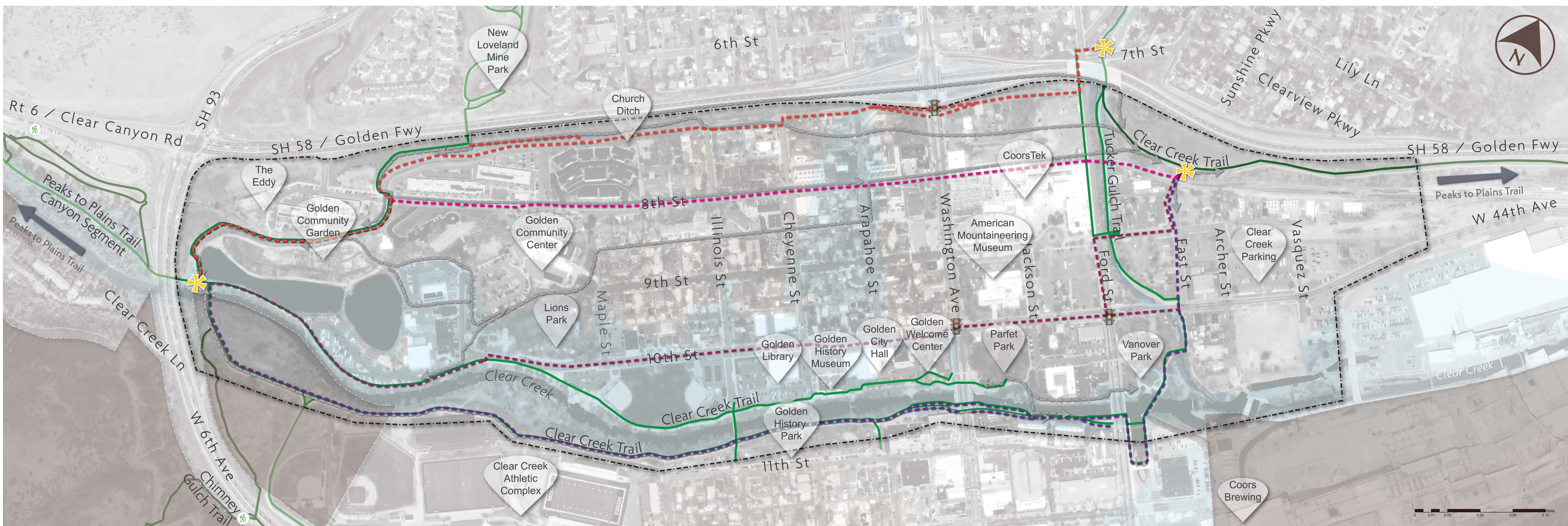
Instructions:

Subsequent the first open house event in May, the suggested alignments and comments were taken into consideration. Four potential alignments were derived from that information and are shown on the map below.

After reviewing the four proposed alignments, use the dot stickers to rank each alignment presented on the following four boards. Use one sticker per board.

Primary Goal for the Selected Alignment

Define a connection that will safely and efficiently connect the Peaks to Plains trail within and through the City of Golden that reduces conflicts between bicyclists, pedestrians, vehicles, and tubers.



LEGEND

- Study Area Boundary
- City of Golden Boundary
- Jefferson County
- Trailheads
- Historic Districts
- 100 Year Floodplain
- Jefferson County Trails
- City of Golden Shared-Use Paved Trails
- Proposed Alignments from Open House 1
- Proposed Alignment A (Church Gulch)
- Proposed Alignment B (8th Street)
- Proposed Alignment C (10th Street)
- Proposed Alignment D (South Clear Creek Trail)
- Peaks to Plains Connection Points



GOLDEN PEAKS TO PLAINS: Proposed Alignment Alternative A

Church Ditch

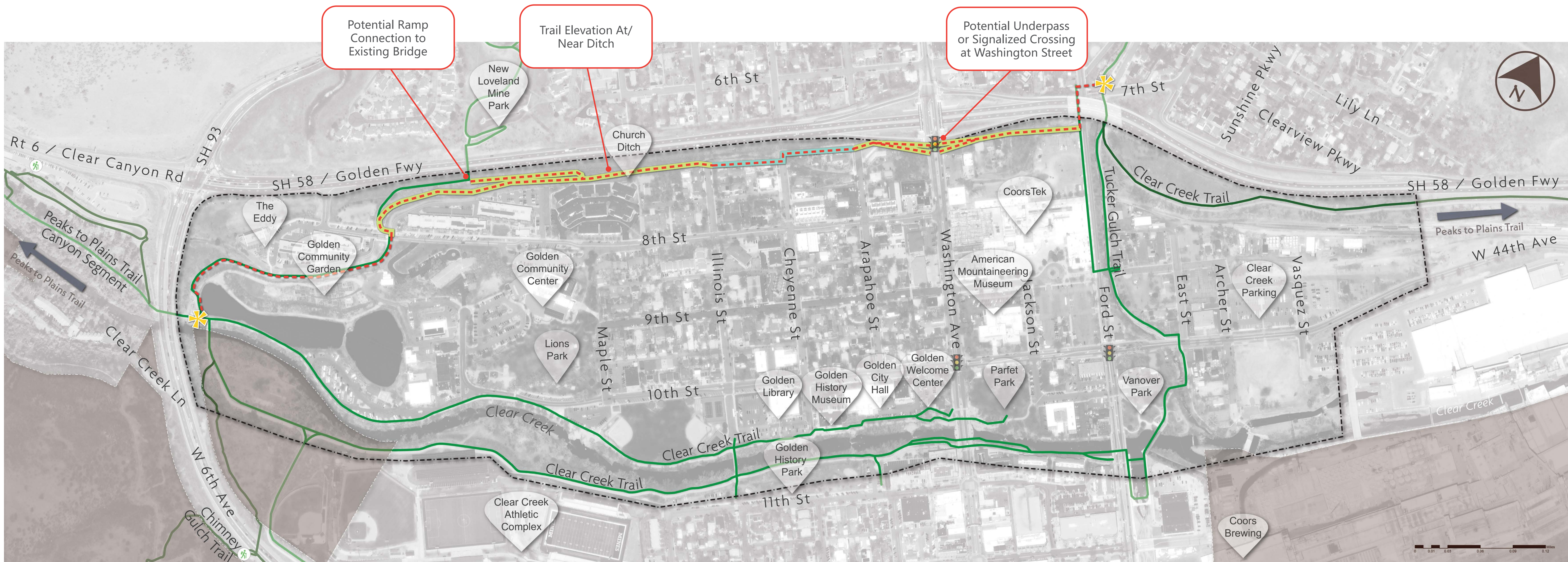
Instructions:

Use one of your dot stickers to indicate your ranking preference for this alignment.

If you have any comments or questions about the proposed route, use the sticky notes and markers provided and place them on the board.

Alignment A: Church Ditch is my ...

1st Choice	2nd Choice	3rd Choice	4th Choice



Comments



GOLDEN PEAKS TO PLAINS: Proposed Alignment Alternative B

8th Street

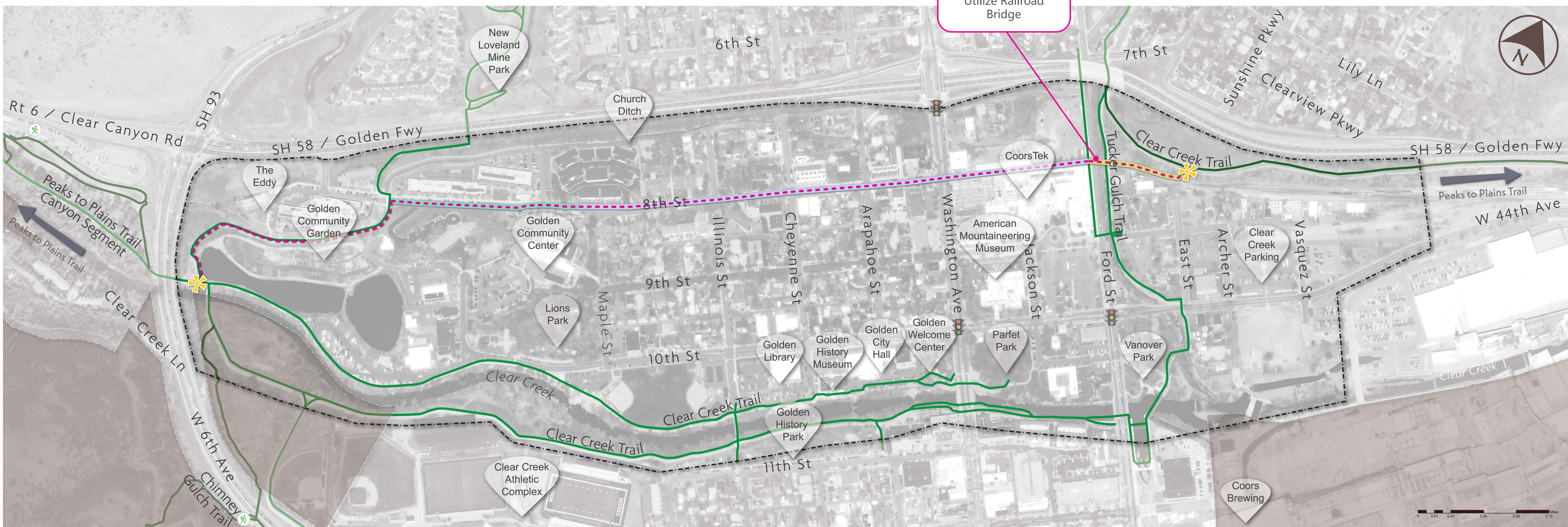
Instructions:

Use one of your dot stickers to indicate your ranking preference for this alignment.

If you have any comments or questions about the proposed route, use the sticky notes and markers provided and place them on the board.

Alignment B: 8th Street is my ...

1st Choice	2nd Choice	3rd Choice	4th Choice



LEGEND

- | | | |
|-------------------------|--|---------------------------------|
| Study Area Boundary | Jefferson County Trails | Proposed Facility Types: |
| City of Golden Boundary | City of Golden Shared-Use Paved Trails | Dedicated Bike Lane |
| Jefferson County | Proposed Alignment B (8th Street) | Neighborhood Bikeway |
| Trailheads | Peaks to Plains Connection Points | Shared Use Path |

Comments



GOLDEN PEAKS TO PLAINS: Proposed Alignment Alternative C

10th Street

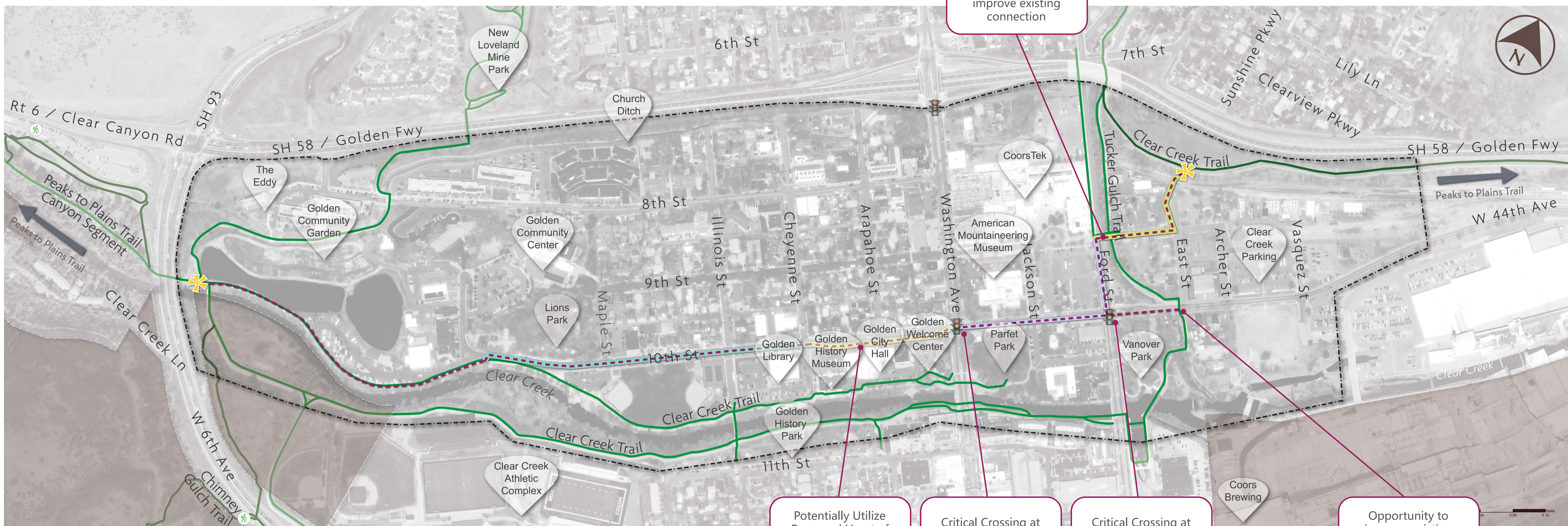
Instructions:

Use one of your dot stickers to indicate your ranking preference for this alignment.

If you have any comments or questions about the proposed route, use the sticky notes and markers provided and place them on the board.

Alignment C: 10th Street is my ...

1st Choice	2nd Choice	3rd Choice	4th Choice



LEGEND

- | | | |
|-----------------------------|--|--------------------------|
| --- Study Area Boundary | — Jefferson County Trails | Proposed Facility Types: |
| --- City of Golden Boundary | — City of Golden Shared-Use Paved Trails | — Dedicated Bike Lane |
| ■ Jefferson County | --- Proposed Alignment C (10th Street) | — Neighborhood Bikeway |
| ⊗ Trailheads | ★ Peaks to Plains Connection Points | — Shared Use Path |

Comments



GOLDEN PEAKS TO PLAINS: Proposed Alignment Alternative D

Clear Creek Trail

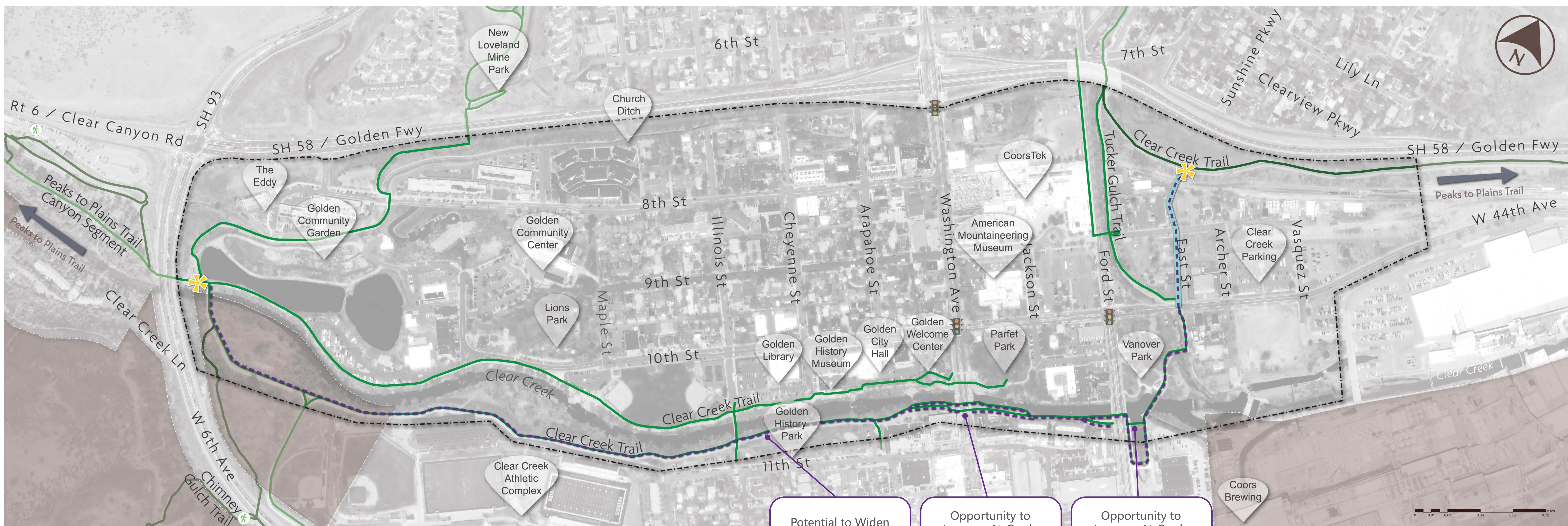
Alignment D: Clear Creek Trail is my ...

1 st Choice	2 nd Choice	3 rd Choice	4 th Choice

Instructions:

Use one of your dot stickers to indicate your ranking preference for this alignment.

If you have any comments or questions about the proposed route, use the sticky notes and markers provided and place them on the board.



LEGEND

- Study Area Boundary
- City of Golden Boundary
- Jefferson County
- ⊗ Trailheads
- Jefferson County Trails
- City of Golden Shared-Use Paved Trails
- Proposed Alignment D (Clear Creek Trail)
- ✱ Peaks to Plains Connection Points
- Proposed Facility Types:
- Neighborhood Bikeway

Comments



GOLDEN PEAKS TO PLAINS: Evaluation Criteria

Instructions:

The feasibility of alternatives will be determined based on a series of criteria. These criteria are listed and described below. Review each criteria and determine your top three from those listed.

Use your three votes and place them in the buckets that correspond with your top criteria choices.

If you have questions or comments, use the sticky notes provided and place them at the bottom of this board.

Primary Goal for the Selected Alignment

Define a connection that will safely and efficiently connect the Peaks to Plains trail within and through the City of Golden that reduces conflicts between bicyclists, pedestrians, vehicles, and tubers.

Right of Way & Land Use

- Right of Way (ROW)**
Does alignment utilize existing public right-of-way or require new acquisitions or easements?
- Adjacent Land Use Consistency**
What is the impact to adjacent residential properties or other land uses?

Pedestrian Safety & Comfort

- Pedestrian Crossings**
Safety and convenience at intersections and mid-block crossings
- Pedestrian Level of Traffic Stress (LTS)**
Measures the level of traffic stress experienced by pedestrians

Bicycle Safety & Comfort

- Portion Off-Street Versus On-Street**
Linear length of the alignment that is off-street versus on-street (local, collector, arterial)
- Bicycle Crossings**
Safety and convenience at bicycle crossings
- Bicycle Level of Traffic Stress (LTS)**
Is the design option safe & comfortable for bicycles?

Vehicle Interactions

- Total At-Grade Crossings**
Number of at-grade crossings of all roads and accesses
- Number of Signalized Crossings**
Number of signalized crossings
- Number of Unsignalized Crossings**
Number of unsignalized roadway crossings
- Number of Driveway Crossings**
Number of driveway crossings
- New Grade-Separated Crossings**
Includes addition of new grade separated crossing

Environmental Resources

- Portion of Alignment in Floodway**
Percentage of alignment in flood plain
- Wetlands Impact**
Waters of the US within footprint of alignment
- Historical Impact**
Potential impacts to historic resources within alignment

Economic

- Expected New Visitors to Local Businesses**
Measure change in new tourism or shopping
- Integration with Planned Development**
Are there portions of an alignment that could integrate with planned development?

User Experience

- Route Directness**
Considers length and connectivity
- Ease of Navigation**
Intuitiveness of navigation to connect on trail versus other routes
- Elevation Gain**
Measures total elevation gain to measure total effort for bikes and peds to traverse
- Interaction with Other Recreational Users**
Define conflicting areas that other recreational users are utilizing
- Options to Connect to Existing Clear Creek Trail**
Number of opportunities available to connect. How easy is this connection?
- Urban Realm**
Does the trail improve streetscape or natural improvements of varying quality?
- Existing Trees**
Does the trail preserve existing mature trees?

Parking

- Change in Parking Spaces**
Number of parking spaces changed by alignment

Traffic

- Change in Intersection Operations**
Change in traffic Level of Service (LOS) at select intersections

Cost

- Capital Cost**
Estimated capital cost
- Major Structure Investment Needed**
Major investment needed such as a new bridge
- Maintenance Costs**
Estimated ongoing maintenance and operational expense

Constructibility

- Infrastructure Conflicts**
Level of utility, ditch, or other infrastructure conflicts
- ADA Accessibility**
Level of effort to meet Americans with Disabilities Act (ADA Public Right of Way Accessibility Guidelines)

Public Preference

- Public Preference**
Public opinion about alignment gained at public meeting

Questions & Comments