

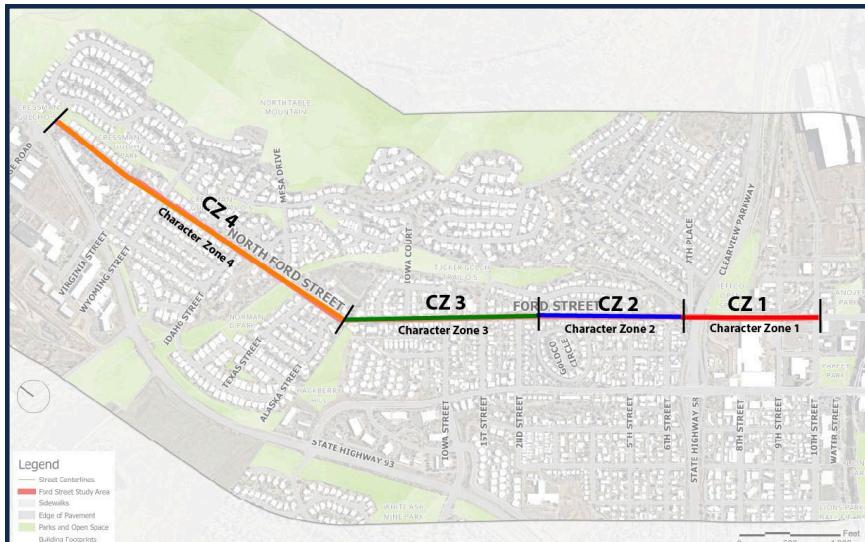


# NORTH FORD COMPLETE STREET

## Alternatives Analysis Survey and Open House Summary

The City of Golden launched the North Ford Complete Street Design Project to increase accessibility, connectivity, and safety along the North Ford Street corridor. After an initial survey to gather public input on current conditions and ideas for improvement, a second survey and open house (Oct 9, 2025) gathered feedback on three proposed design alternatives (shared use path, climbing bike lane, and standard bike lanes). The survey was open from October 9 to 23, 2025, and 144 people responded.

### Project Area



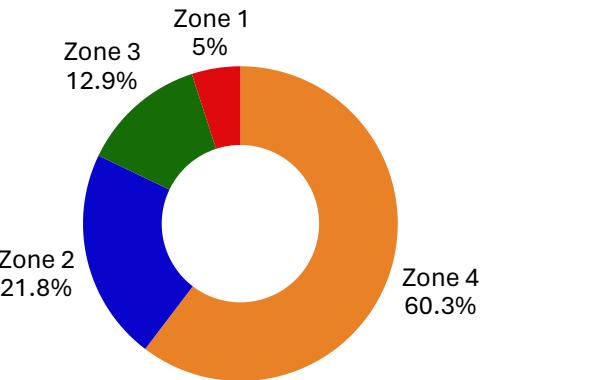
### Overall Preferred Treatments

-  **Wider sidewalks and improved crossings**
-  **Dedicated uphill bike lane**
-  **Parking reduction where needed to maximize safety**
-  **Separation of bikes, cars, and pedestrians**
-  **Better visibility with signage and clear markings**

### Who We Heard From

**64.3% of survey respondents live along North Ford Street** (10<sup>th</sup> Street to SH 93), representing the following:

- Zone 1 – 10<sup>th</sup> Street to 7<sup>th</sup> Place
- Zone 2 – 7<sup>th</sup> Place to Goldco Circle
- Zone 3 – Goldco Circle to Alaska Street
- Zone 4 – Alaska Street to Pine Ridge Road



Respondent Breakdown by Character Zone

**Based on various alternatives presented in the following character zones, improvements were supported by the majority of respondents.**

**Zone 1 – 10<sup>th</sup> Street to 7<sup>th</sup> Place: 94% of respondents supported complete street measures**

**Zone 2 – 7<sup>th</sup> Place to Goldco Circle: 89% of respondents supported complete street measures**

**Zone 3 – Goldco Circle to Alaska Street: 88% of respondents supported complete street measures**

**Zone 4 – Alaska Street to Pine Ridge Road: 87% of respondents supported complete street measures**

## Key Feedback Themes

- **Safety** – slow speeds and improve sightlines
- **Pedestrian Comfort** – widen sidewalks, raise crossings, and mark crosswalks
- **Trees and Character** – preserve greenery and neighborhood aesthetics
- **Winter Maintenance** – consider snow plow access and ice safety, especially downhill and at roundabouts

## Placemaking Along Ford Street

### Community members desire...

- Functional landscapes with safety, ecological, and community health and wellness benefits in intersections and pocket parks
- Functional and inviting spaces supporting light social interaction in pocket parks and trail connections

### Placemaking in...

- 7<sup>th</sup> Place intersection
- Tucker Gulch trail crossing at 1<sup>st</sup> Street
- 5<sup>th</sup> Street intersection
- Ford Street from 10<sup>th</sup> Street to 7<sup>th</sup> Place
- Pine Ridge Road intersection

The three proposed design alternatives that were shown as options across each character zone.



### Shared Use Path

A shared-use path is a wide, separated facility where cyclists and pedestrians travel side by side, safely elevated from motor traffic. However, differences in speed between users can create potential conflicts.



### Climbing Bike Lane

This configuration combines a shared-use lane on one side where bike markings guide drivers to share the road with cyclists despite limited separation with a climbing bike lane on the other, giving uphill cyclists a buffered space to ascend without slowing traffic. However, neither facility provides full physical protection from vehicles.



### Standard Bike Lanes

Standard bike lanes provide dedicated space on each side of the road to support safer, more connected two-way bicycle travel, but they lack physical barriers to fully separate cyclists from motor vehicles.

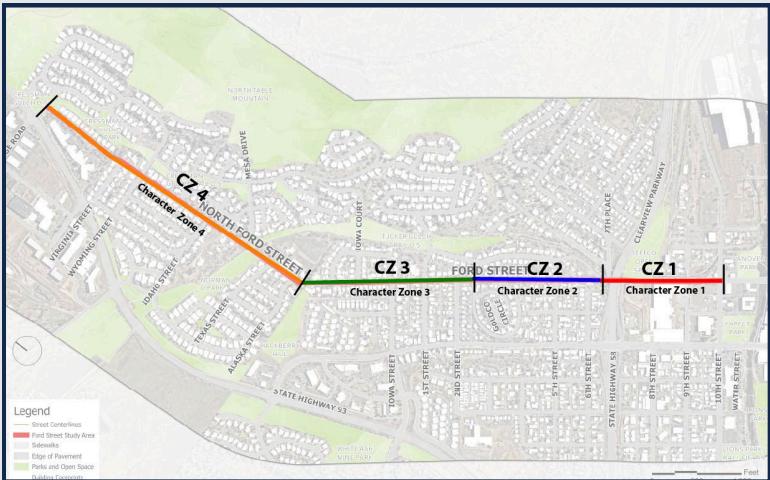


# NORTH FORD COMPLETE STREET

## Alternatives Analysis Survey and Open House Summary - Zone 1

The City of Golden launched the **North Ford Complete Street Design Project** to increase accessibility, connectivity, and safety along the North Ford Street corridor. After an initial survey to gather public input on current conditions and ideas for improvement, a second survey and open house (Oct 9, 2025) gathered feedback on three proposed design alternatives (shared use path, climbing bike lane, and standard bike lanes). The survey was open from October 9 to 23, 2025, and 144 people responded.

### Project Area



### Overall Preferred Treatments

- Wider sidewalks and improved crossings
- Dedicated uphill bike lane
- Parking reduction where needed to maximize safety
- Separation of bikes, cars, and pedestrians
- Better visibility with signage and clear markings

### Zone 1 – 10<sup>th</sup> Street to 7<sup>th</sup> Place



#### Ideas and Priorities:

- Uphill bike lane
- Separate bikes, pedestrians, and cars
- Widen sidewalks
- Add physical barriers between bikes and cars
- Maintain or improve connection to Tucker Gulch trail



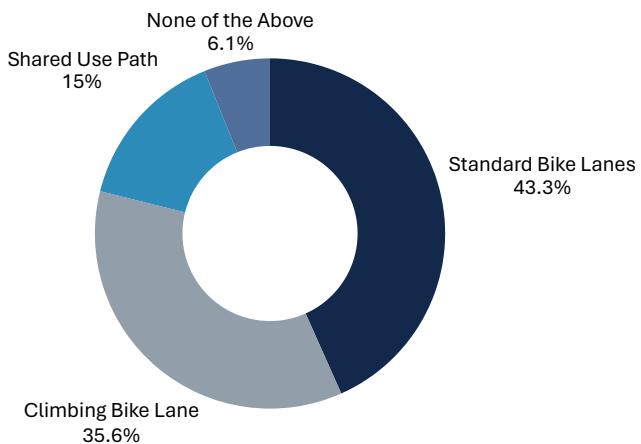
#### Concerns with Alternatives:

- Removing parking
- Shared paths unsafe for pedestrians and children
- Narrowing Ford Street
- Shared paths create conflicts
- Preference to keep road as is and use existing bike routes (Washington or Tucker Gulch)
- Winter safety and vehicle sliding on steep grades

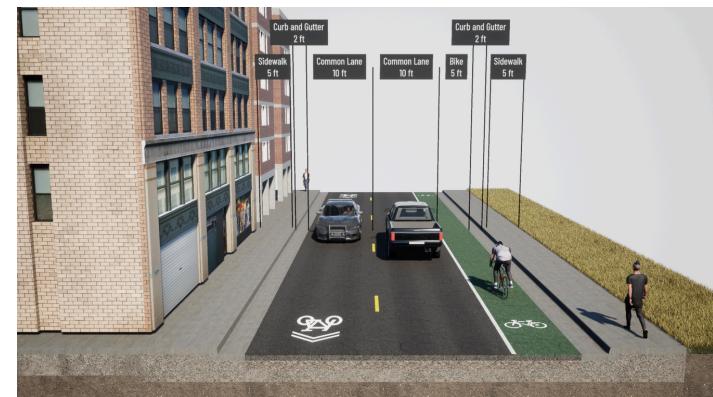
#### Standard Bike Lanes



#### Preferred Alternative



#### Climbing Bike Lane



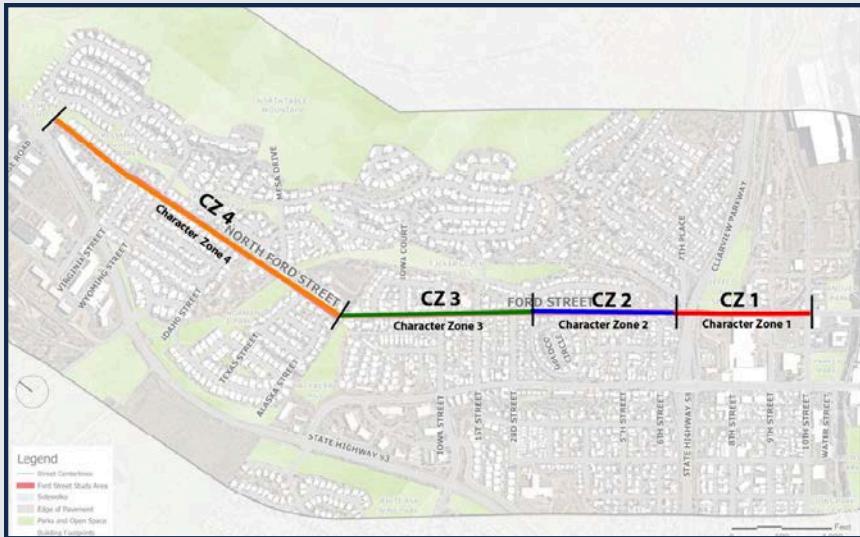


# NORTH FORD COMPLETE STREET

## Alternatives Analysis Survey and Open House Summary - Zone 2

The City of Golden launched the North Ford Complete Street Design Project to increase accessibility, connectivity, and safety along the North Ford Street corridor. After an initial survey to gather public input on current conditions and ideas for improvement, a second survey and open house (Oct 9, 2025) gathered feedback on three proposed design alternatives (shared use path, climbing bike lane, and standard bike lanes). The survey was open from October 9 to 23, 2025, and 144 people responded.

### Project Area



### Overall Preferred Treatments

- Wider sidewalks and improved crossings**
- Dedicated uphill bike lane**
- Parking reduction where needed to maximize safety**
- Separation of bikes, cars, and pedestrians**
- Better visibility with signage and clear markings**

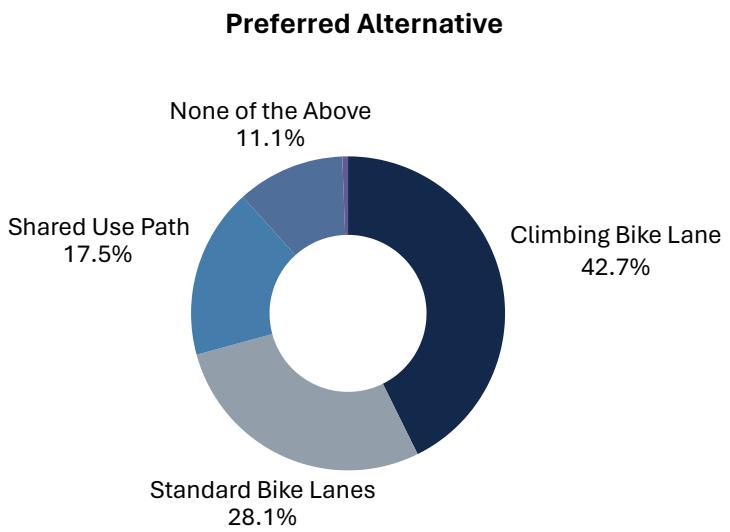
### Zone 2 – 7<sup>th</sup> Place to Goldco Circle

**Ideas and Priorities:**

- Uphill bike lane
- Separate bikes, pedestrians, and cars
- Maintain some on-street parking
- Widen sidewalks
- Add physical barriers between bikes and cars
- Match design with Zone 1
- Improve access or signage to Tucker Gulch trail

**Concerns with Alternatives:**

- Removing parking
- Downhill bike lane unnecessary
- Shared paths unsafe for pedestrians and children
- Narrowing Ford Street
- Preference to keep road as is and use existing trails
- Winter safety



## 5<sup>th</sup> Street Intersection



### Ideas and Priorities:

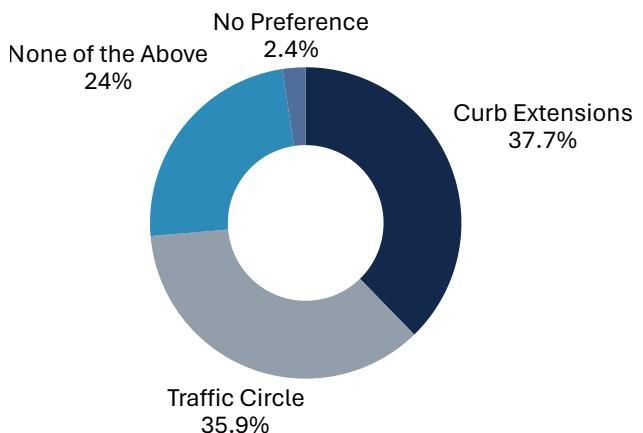
- Clear crosswalks and stop bars
- Curb extensions and shortened crossings
- Signage, speed bumps, or stop signs
- Winter maintenance and large vehicle access



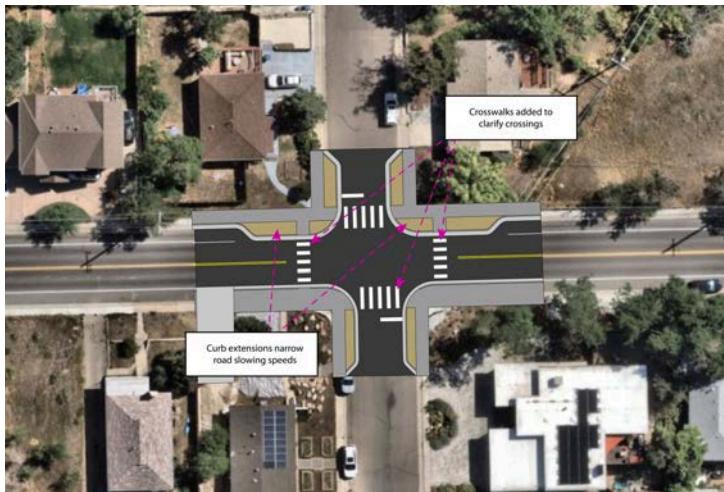
### Concerns with Alternatives:

- Traffic circle safety during winter and on steep hill
- Bike lane conflicts at traffic circle
- Road narrowing

### Preferred Alternative



## Curb Extensions



## Traffic Circle



## Goldco Circle



### Ideas and Priorities:

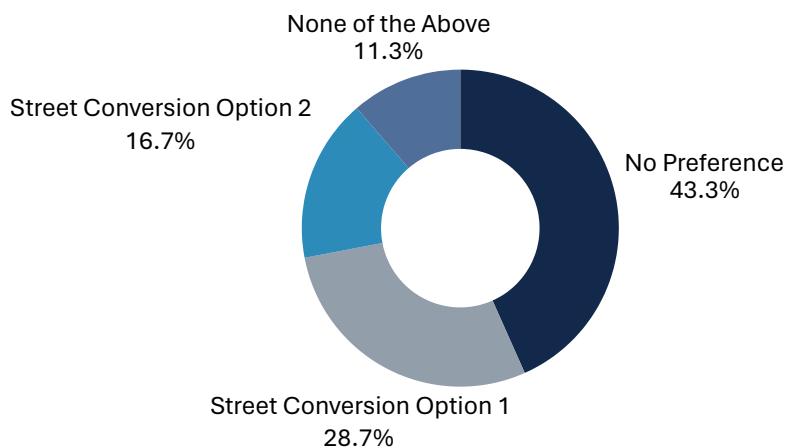
- Let Goldco Circle residents decide
- Improve visibility for turns off Ford and at southern entrance



### Concerns with Alternatives:

- One-way and reduced entrances

### Preferred Alternative



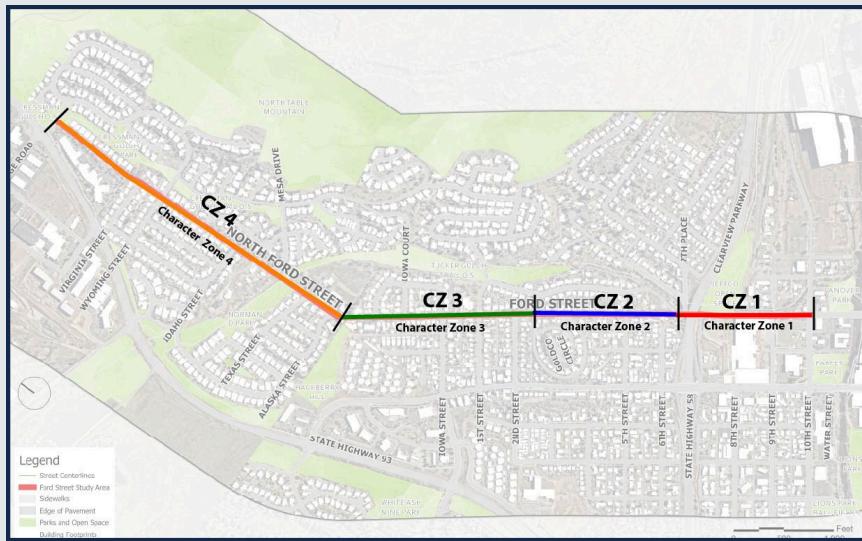


# NORTH FORD COMPLETE STREET

## Alternatives Analysis Survey and Open House Summary - Zone 3

The City of Golden launched the North Ford Complete Street Design Project to increase accessibility, connectivity, and safety along the North Ford Street corridor. After an initial survey to gather public input on current conditions and ideas for improvement, a second survey and open house (Oct 9, 2025) gathered feedback on three proposed design alternatives (shared use path, climbing bike lane, and standard bike lanes). The survey was open from October 9 to 23, 2025, and 144 people responded.

### Project Area



### Overall Preferred Treatments

- Wider sidewalks and improved crossings
- Dedicated uphill bike lane
- Parking reduction where needed to maximize safety
- Separation of bikes, cars, and pedestrians
- Better visibility with signage and clear markings

### Zone 3 – Goldco Circle to Alaska Street



#### Ideas and Priorities:

- Uphill bike lane
- Separate bikes and pedestrians
- Maintain some on-street parking
- Widen sidewalks
- Add physical barriers between bikes and cars

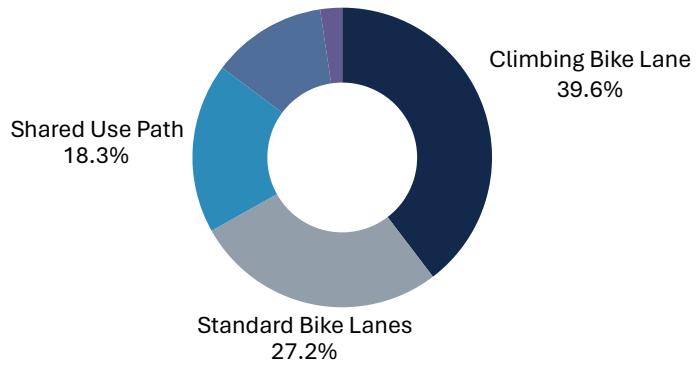


#### Concerns with Alternatives:

- Removing parking
- Shared paths unsafe for pedestrians and children
- Narrowing Ford Street
- Bike lanes blocked by trash or poorly used
- Preference to keep road as is and use existing bike routes (Washington or Tucker Gulch)

#### Preferred Alternative

None of the Above  
12.4%



## 1<sup>st</sup> Street Intersection



### Ideas and Priorities:

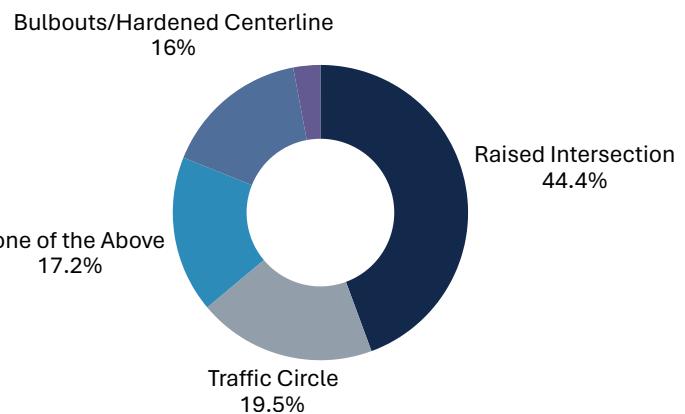
- Raised intersection or crosswalk
- Clearly marked crosswalks
- Safety for children walking to school
- Bike lanes



### Concerns with Alternatives:

- Traffic circle too small and unsafe on hill
- Curb extensions and bump-outs hinder visibility
- Removing parking
- Unnecessary infrastructure

### Preferred Alternative



## 2<sup>nd</sup> Street Intersection



### Ideas and Priorities:

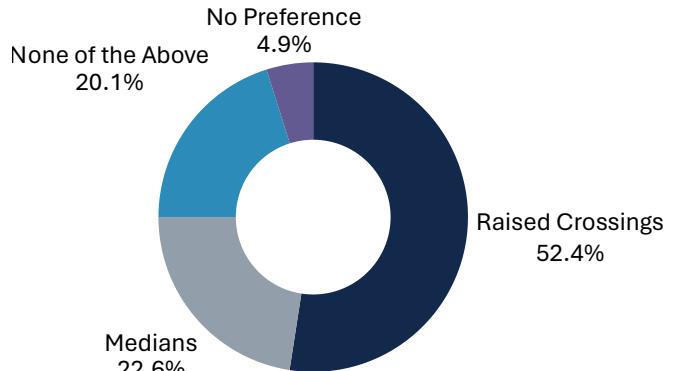
- Maintain or enhance raised crossing
- Improve signage and crosswalk visibility
- Add flashing pedestrian lights
- Widen sidewalks
- Consistent design with other intersections
- Bike lane markings



### Concerns with Alternatives:

- Removing trees
- Median
- Excessive infrastructure

### Preferred Alternative



## Iowa Street Intersection



### Ideas and Priorities:

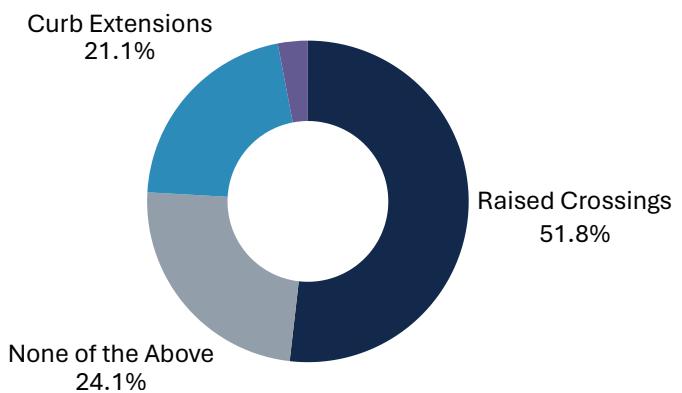
- Maintain 4-way stop
- Add or maintain raised crossings
- Improve visibility and stop sign markings
- Add painted crosswalks and stop bars



### Concerns with Alternatives:

- Removing trees
- Too much infrastructure at a 4-way stop
- Curb extensions

### Preferred Alternative



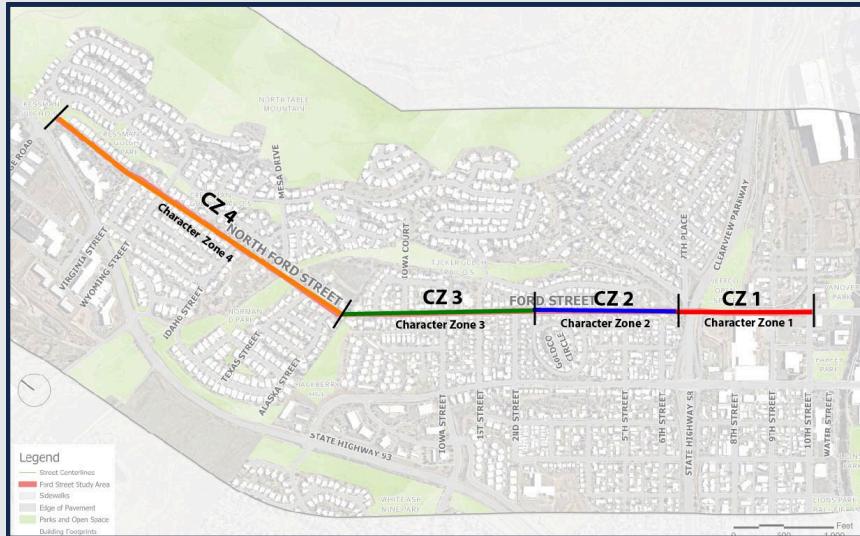


# NORTH FORD COMPLETE STREET

## Alternatives Analysis Survey and Open House Summary - Zone 4

The City of Golden launched the North Ford Complete Street Design Project to increase accessibility, connectivity, and safety along the North Ford Street corridor. After an initial survey to gather public input on current conditions and ideas for improvement, a second survey and open house (Oct 9, 2025) gathered feedback on three proposed design alternatives (shared use path, climbing bike lane, and standard bike lanes). The survey was open from October 9 to 23, 2025, and 144 people responded.

### Project Area



### Overall Preferred Treatments

- Wider sidewalks and improved crossings
- Dedicated uphill bike lane
- Parking reduction where needed to maximize safety
- Separation of bikes, cars, and pedestrians
- Better visibility with signage and clear markings

### Zone 4 – Alaska Street to Pine Ridge Road



#### Ideas and Priorities:

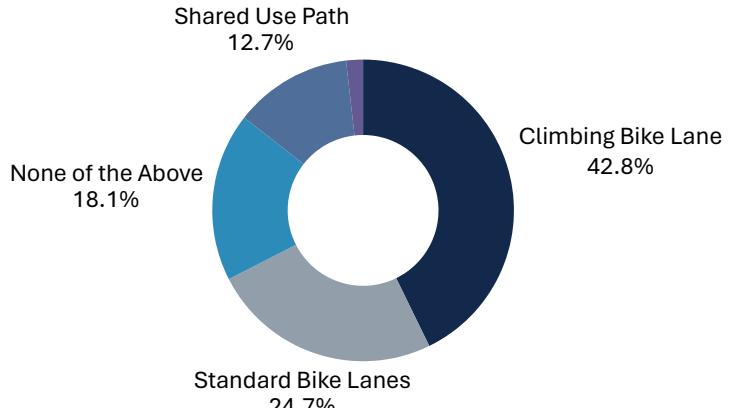
- Uphill bike lane
- Separate bikes, pedestrians, and cars, with physical barriers between bikes and cars
- Maintain some on-street parking
- Keep or expand existing traffic calming (speed bumps, bulbouts, raised intersections)
- Widen sidewalks, especially near Norman D Park
- Improve visibility and pedestrian safety at intersections
- Encourage use of existing trails



#### Concerns with Alternatives:

- Removing parking
- Downhill bike lane unnecessary
- Eliminating trees, planters, and medians
- Increase of Highway 93 traffic through North Ford

#### Preferred Alternative



## Mesa Drive Intersection



### Ideas and Priorities:

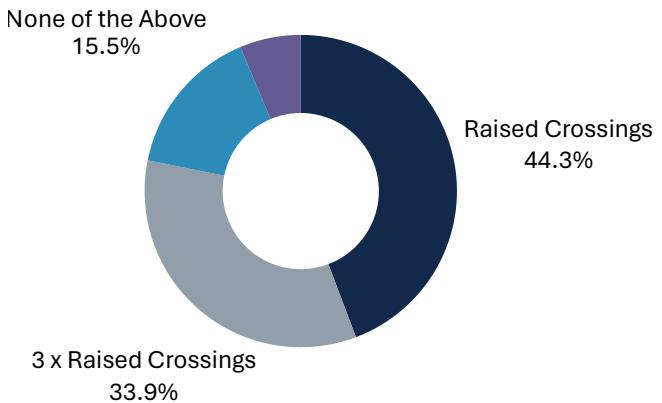
- Maintain or enhance traffic calming
- Add raised crossings and flashing lights
- Maintain trees, planters, and shade
- Improve signage and visibility



### Concerns with Alternatives:

- Removing traffic circle – mixed reviews
- Too many raised crossings
- Bicyclists can use nearby trails instead

## Preferred Alternative



## Alaska Street



### Ideas and Priorities:

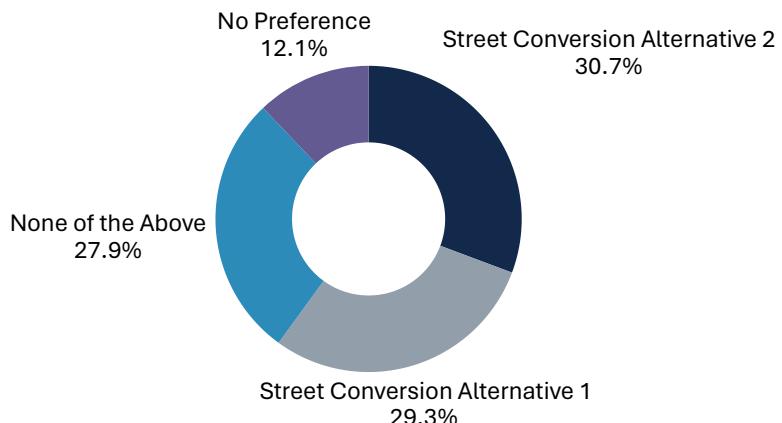
- Improve sight lines and visibility
- Widen sidewalks, especially east side
- Raised crossings or speed bumps



### Concerns with Alternatives:

- Median – mixed reviews
- Removal of trees and greenery

## Preferred Alternative



## Street Conversion Alternative 2



## Street Conversion Alternative 1

