
*City of Golden
Major Thoroughfare Plan*



May 1992

Prepared by

*City of Golden Public Works Department
City of Golden Planning and Development Department
Leigh, Scott and Cleary, Inc.*

RESOLUTION NO. 439

A RESOLUTION OF THE GOLDEN CITY COUNCIL ADOPTING A REVISED MAJOR THOROUGHFARE PLAN AND REPLACING THE MAJOR THOROUGHFARE PLAN ADOPTED ON MARCH 14, 1985

WHEREAS, the City of Golden adopted a major Thoroughfare Plan on March 14, 1985; and

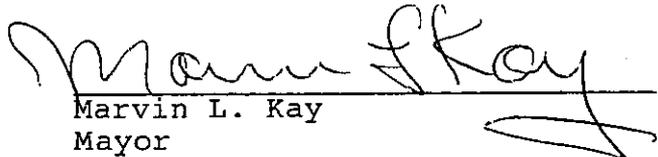
WHEREAS, City Council is desirous of adopting revisions of the adopted Major Thoroughfare Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GOLDEN, COLORADO:

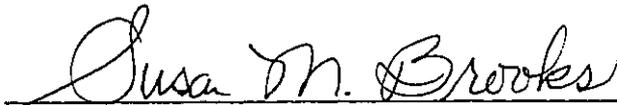
Section 1. The Major Thoroughfare Plan adopted in 1985 is hereby repealed in its entirety.

Section 2. The Major Thoroughfare Plan attached as Exhibit A is hereby adopted, subject to insertion of language in the section describing the design of the Northwest Parkway, on Page 2 of the Thoroughfare Plan Text, clarifying that it is the City of Golden's intent that no significant change in grade should occur for 19th Street at the Northwest parkway in the process of depressing the Parkway under 19th Street.

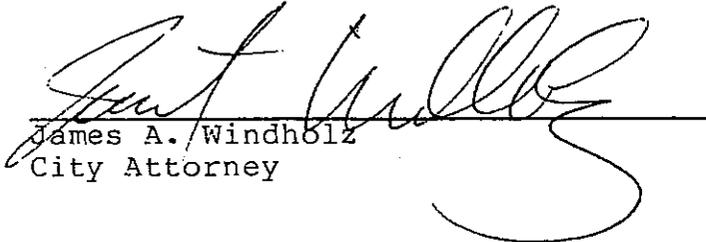
Adopted this 28th day of May, 1992.


Marvin L. Kay
Mayor

ATTEST:


Susan M. Brooks, CMC
City Clerk

APPROVED AS TO FORM:


James A. Windholz
City Attorney

I, Susan M. Brooks, City Clerk of the City of Golden, Colorado, do hereby certify that the foregoing is a true copy of a certain Resolution adopted by the City Council of the City of Golden, Colorado at a regular meeting thereof held on the 28th day of May, A.D., 1992.

(SEAL)

Attest: 
Susan M. Brooks, City Clerk of
the City of Golden, Colorado

Recommended City Thoroughfare Plan

The recommended Thoroughfare Plan for the City of Golden, which would replace the 1983 plan, is shown in figure 1. It is based on a street by street review of the major street system in Golden and a review of current traffic volumes and future projections. The plan creates a functional street system which is now consistent with functional street classification terminology in use throughout the Denver area. In particular, the terminology is now consistent with the most recent Regional Transportation Plan for the Year 2010, prepared by the Denver Regional Council of Governments.

The Plan shows four functional classifications of streets: freeways, principal arterials, minor arterials, and collector streets. Only the first two categories of streets are shown on the DRCOG 2010 Regional Transportation Plan - the freeways and principal arterial. (The DRCOG Plan shows a third category of street - a "major regional arterial" -- but there are no streets of this category in the Golden area. Examples of major regional arterial in the Denver region are Wadsworth Boulevard and Santa Fe Drive.)

A summary of the streets in the recommended Golden Thoroughfare Plan, categorized by functional classification, with recommendation and comments as to future needs, is given in Table 1.

Freeways

The freeways consist of State Highway 58, Interstate 70, C-470, US-6, and the "Northwest Parkway". The freeway that will have the greatest impacts on Golden, and has the most issues associated with it, is the "Northwest Parkway". This facility, formerly known as W-470, would connect State Highway 93 north of Golden with C-470 south of Golden. The recommended route, which is consistent with the 1983 Plan, would follow established US Highway 6 and the recently completed State Highway 93 Bypass which connects State Highway 58 and US-6 to Highway 93 on the northwest side of Golden. The major issues surrounding this roadway are the connections to other arterials in Golden.

Access will be limited to grade separated full movement intersections at I-70, County Road 93 and Jefferson County Parkway, 19th Street, Colorado 58, North Washington and 56th/58th Avenues. There will be an additional grade separated intersection at Johnson Road with access limited to north bound Parkway traffic and west bound US-6 to Johnson and from Johnson to east bound US-6 and south bound Parkway.

The right-of-way shall be limited to 200' except where local terrain requires more. The Parkway should be designed for 6 lanes maximum, but initial construction should be limited to 4 lanes. The two additional future lanes would be added as traffic volume increases, or as H.O.V. lanes.

The maximum design speed will be 60 mph. The Parkway will follow the existing US-6 and 93 Bypass in both horizontal and vertical alignment. The variations from existing grade and horizontal alignment shall be minimized, and occur mainly to accommodate the grade separated intersections.

There shall be an underpass provided for access to the Tripp Ranch, an overpass to provide for the extension of Iowa Street, and accommodation of Golden Gate Canyon Road and Ford Street/Pine Ridge Road. The intersection with 19th Street shall be accommodated by taking the Parkway under 19th Street, with no significant change in elevation for 19th Street.

The Parkway shall have landscaped berms and sound barriers adjacent to all currently developed areas.

There will be pedestrian crossings provided at Eagle Ridge, Beverly Heights, and Canyon Point to lessen the separation the Parkway will have on the community. There will be no toll collection within the City of Golden if the Parkway should be funded through toll revenue.

Principal Arterial

There are four major roadway segments which form this highway category in the City of Golden. Two are segments of important regional roadways: US-6 in Clear Creek Canyon which is, in effect, an extension of State Highway 58; and that portion of West Colfax Avenue (US-40) extending from the City of Lakewood on the east to US-6 in South Golden. Another segment is McIntyre Street from State Highway 58 north to 64th Avenue. The fourth roadway segment that has been categorized as a principal arterial is the most critical one in terms of its impact on the future of Golden. This is the principal arterial which forms a central arterial "spine" through the city, linking the C-470 extension on the south to the Northwest Parkway on the north. A total of four named streets constitute this alignment: Washington Avenue on the north, the Ford/Jackson one-way couplet through the central part of Golden, South Golden Road between Ford/Jackson and Johnson Road, and Johnson Road from South Golden Road to US-6 (at the C-470 Extension). The significance of this arterial is that it serves to provide access to the center of Golden from three directions: (1) from the west via Interstate 70, (2) from the south via C-470, and (3) from the east via US-6. Thus, the southern component of this arterial provides good access to the center of Golden from points west, south and east of the city. The Ford/Jackson couplet provides arterial traffic flow through the heart of the city, and, if it were to transition to Washington Avenue at 11th Street, would provide access to the north and link with State Highway 93.

As a "principal arterial" in the Denver region, this central spine roadway should be added to the Regional Transportation Plan system.

There are many similar examples of roadways on the 2010 DRCOG Regional Transportation Plan which fulfill a comparable role to this principal arterial. One that could be considered most comparable is the Pearl Street-63rd Street principal arterial corridor in the City of Boulder. This arterial corridor includes the Walnut/Spruce one-way couplet through Downtown Boulder adjacent to the three-block Pearl Street Mall, and two-lane section of Pearl Street east of the Mall.

Minor Arterial

The minor arterials represent the highest category of roadways which have a more "local" character. In other words, they are important roadways but are not "regional" in magnitude. Often minor arterials have four through travel lanes, but most in the Golden area have two lanes. In the northern part of the City of Golden, the minor arterials are the 10th Street/44th Avenue route, the 13th Street/32nd Avenue route, the portion of McIntyre Street between 32nd Avenue and the State Highway 58, and Easley Road, which is an important north-south arterial roadway for the low density residential area northeast of Golden.

Golden Gate Canyon Road is also shown on Figure 1 as a minor arterial and it is included because of its significance as the principal route serving all of the development within Golden Gate Canyon. It would be linked to the Northwest Parkway by way of a frontage road connection to the Washington Avenue/Northwest Parkway Interchange.

In the center of the city, there is only one minor arterial -- 19th Street between US Highway 6 and Ford Street.

In the southern part of the city, there are a number of minor arterials. These include South Golden Road between Johnson Road and Wide Acres Road; the County Road 93/Jefferson County Parkway route, linking US-40 and the Johnson Road Street arterial through a growing residential area and the Jefferson County Government Center complex; US-40 between US Highway 6 and Interstate 70; and Rooney Road south of US-40. An additional minor arterial on the southeastern fringe of the city is Indiana Street, extending southward from South Golden Road to the 6th Avenue West residential complex south of US Highway 6.

The Rooney Road minor arterial is a somewhat questionable element of the minor arterial system. If an interchange were to be constructed on C-470 at the Alameda Parkway crossing, the role of Rooney Road would be downgraded substantially to that of a collector roadway since its arterial function would be supplanted by C-470.

Collector Streets

There is a wide variety of collector streets in Golden, as shown in Figure 1. In the northern portion of the Golden area, most of these streets serve low-density residential areas. In the central and south-central portions of the city, many of the identified collectors are new roadways planned for developing areas. In the southern and southeastern portion of the Golden Area, the collectors represent existing roadways which serve primarily residential areas.

One specific collector roadway link that the plan designates runs from 11th Street south past 19th Street, eventually tying into Illinois Street north of the Jefferson County Complex. This link currently follows Illinois Street from 11th Street to 24th Street with no tie in to the south. The plan anticipates that the collector link south of 19th Street may be relocated west into currently undeveloped property. Should this occur, the plan would envision adjusting the collector corridor location north of 19th Street to tie in to 19th Street at the same location.

Downtown Area Plan

The Downtown area component of the recommended Golden Thoroughfare Plan is given in Figure 2. This plan shows the proposed northern extension of the Jackson/Ford one-way couplet north to 12th Street and the transition from the couplet to Washington Avenue via a proposed link between 11th/Washington and 12th/Jackson. This plan will require the reconstruction and widening of the Washington Avenue Bridge across Clear Creek, the acquisition of the Mitchell Elementary School site, and extensive signalization changes in the downtown area. The transition of the Jackson/Ford couplet into Washington Avenue is a key element of the overall plan, as explained earlier in the sub-section dealing with principal arterial. The smooth functioning of the transition is dependent upon installation of double left-turn lanes at two key locations: southbound double left-turns on Washington Avenue at 11th Street, and northbound double left-turns on Ford Street at 12th Street. The transitional traffic is then able to flow smoothly through a modified intersection at 12th and Jackson Streets.

Future Traffic Volumes

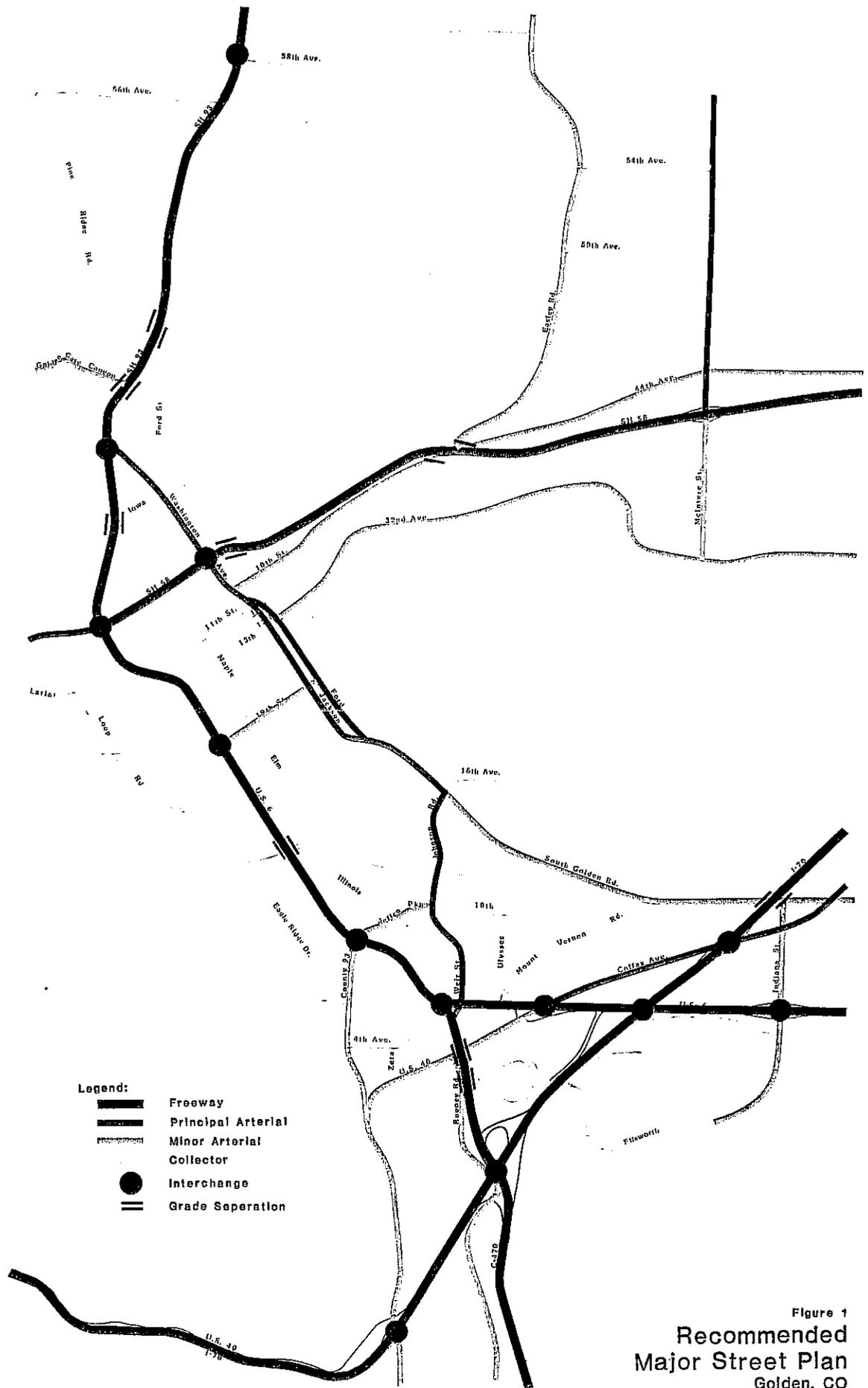
Future traffic volumes on the Golden street system have been projected and are shown in Figures 3 and 4. Figure 3 represents projected traffic volumes for the Year 2000 on the recommended system. These traffic volume projections were derived from an evaluation of present traffic volumes and estimates of Year 2010 traffic projected on the regional street system by the Denver Regional Council of Governments. The traffic volume projections also rely upon projections for future traffic made in the 1983 City Thoroughfare Plan for Golden.

Figure 4 illustrates projected traffic on the Golden street system that exist today. In other words, it shows projected Year 2000 traffic volumes on the existing street system if no improvements to that system were made. If the street improvements shown in the recommended plan are not provided, the major impacts will be on US Highway 6 through Golden, on the US-40/County Road 93 link through the city, and on Ulysses Street. The greatest impact would be on the US-40/County Road 93 link in the southwestern part of the city. Without the improved connections, traffic on County Road 93 is likely to increase to about 16,000 vehicles per day. Traffic volumes on 19th Street linking US-6 to the Jackson/Ford couplet would also be significantly greater than traffic volumes today.

Phasing Plan for the Johnson/C-470 Extension Project

Because we have identified the Johnson/C-470 extension project as the highest economic development priority highway project for Golden, we have attempted to provide a phasing plan for the construction of these improvements. The following is this phasing plan:

- Phase 1: Construct Johnson Road between South Golden Road and 10th Avenue. This project would be constructed in conjunction with the development of the new Golden Post Office. It would provide the strong link between South Golden Road and 10th Street (Jefferson County Parkway), enhancing the accessibility of the Jefferson County Government Center.
- Phase 2: Construct existing Weir Street as Johnson Road from 10th Avenue to 6th Avenue. Weir Street forms the eastern boundary of the Jefferson County Government Center. There would be two alternatives for this roadway: 1: Utilizing the present alignment, or 2: Utilizing a new eastern alignment which impinges upon Golden Cemetery land. This latter alternative was discussed in conjunction with planning for the Jefferson County Government Center.
- Phase 3: Construct a new intersection at Johnson Road and 6th Avenue and relocate traffic signals at 6th and Ulysses to 6th and Johnson Road. In the construction of this new intersection, the present intersection between Ulysses and US Highway 6 would be downgraded to a right-turn in, right-turn-out intersection and the signal would be removed. This phase of work would be completed in advance of the probable extension of C-470. By completing this intersection, the significance of Johnson Road would be demonstrated to the Metropolitan Planning Agency, the Denver Regional Council of Governments, and the Colorado Department of Transportation.
- Phase 4: Construct the C-470 extension tying C-470 to US Highway 6 at Johnson Road.



- Legend:**
-  Freeway
 -  Principal Arterial
 -  Minor Arterial
 -  Collector
 -  Interchange
 -  Grade Separation

Figure 1
**Recommended
 Major Street Plan**
 Golden, CO
 November, 1981

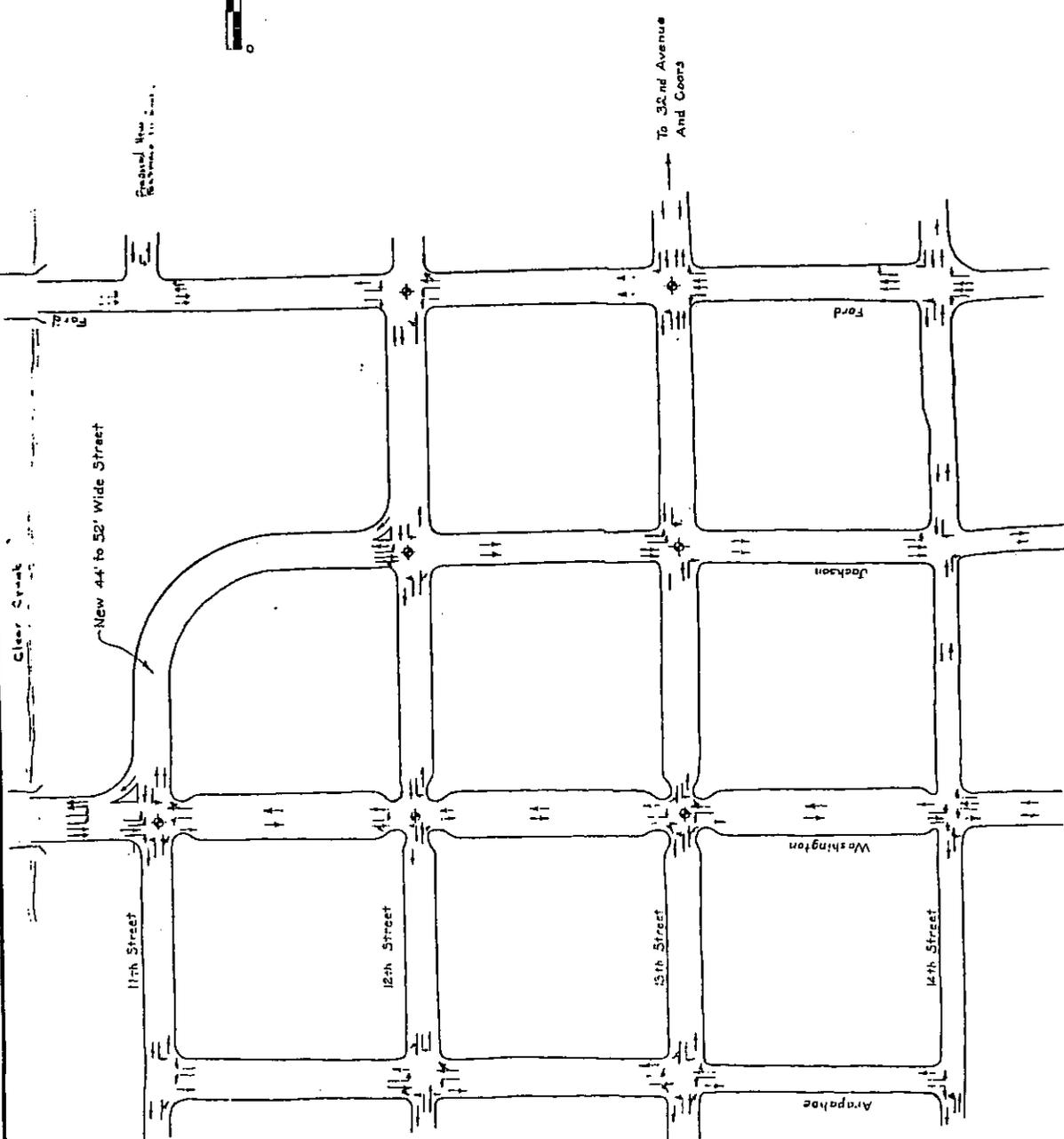


Figure 1
 Recommended Street
 Plan

Downtown Golden

Leigh, Scott & Cleary, Inc.
 November, 1991

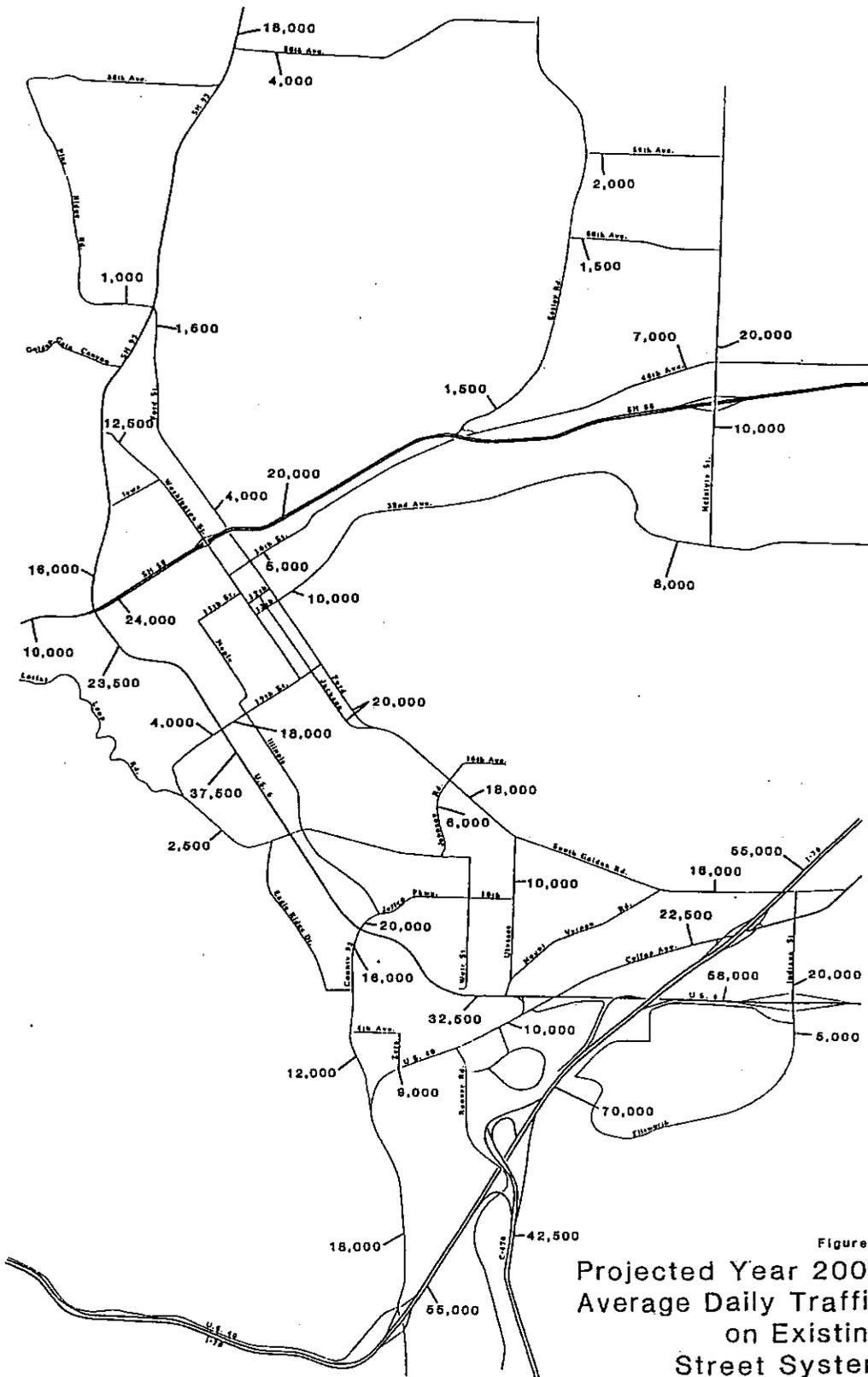


Figure 4
 Projected Year 2000
 Average Daily Traffic
 on Existing
 Street System
 Golden, CO
 November, 1981

**TABLE 1
RECOMMENDED PROJECTS
GOLDEN THOROUGHFARE PLAN**

<u>Functional Class</u>	<u>Facility</u>	<u>Project Limits</u>	<u>Description</u>	<u>Jurisdiction</u>
Freeways:				
	1) State Highway 58	US 6 to McIntyre St.	■ Upgrade roadway and interchange with Washington Street	Colorado Department of Transportation (CDOT)
	2) I-70	Mt. Vernon Canyon to Denver West	■ Construct "freeway to freeway" interchange for northern extension of C-470	CDOT
	3) C-470	I-70 to US 6	■ Construct 4-lane freeway (ultimate 6-lane) from I-70 to US-6	CDOT
	4) US Highway 6	Northwest Parkway to Indiana Street	■ Construct interchange at US-40 (Colfax Avenue)	CDOT
	5) Northwest Parkway	C-470/I-70 Interchange to State Highway 93	■ Upgrade US-6 to 4-lane freeway (ultimate 6-lane) status from C-470 northern extension (at Weir Street to State Highway 93 at Pine Ridge Road	CDOT

TABLE 1
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Functional Class	Facility	Project Limits	Description	Jurisdiction
Principal Arterials: 1)	"Central Spine" Arterial (Washington-Ford/Jackson-South Golden Road-Johnson Road-Weir Street)	State Highway 93 to 11th Street	■ Upgrade Washington Avenue to 3- and 4-lane arterial.	Golden
	a) Washington Avenue	11th Street to South Golden Road	■ Upgrade one-way couplet to equivalent of 4-lane principal arterial including a transition to Washington Avenue at 11th Street and extension of one-way designation to 12th Street	Golden
	b) Ford/Jackson			

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Functional Class	Facility	Project Limits	Description	Jurisdiction
			<ul style="list-style-type: none"> ■ Remove diagonal connecting Ford to Jackson between 14th and 15th Streets ■ Construct 4-lane principal arterial street with smooth transition into South Golden Road ■ Improve and widen existing roadway to 4-lane arterial standards ■ Upgrade to high standards 3-lane arterial (2 through lanes plus left-turn median) ■ Upgrade to high standards 3-lane arterial (2 thru lanes plus left-turn median) and construct new intersection with US 40 	Golden
	c) Johnson Road-Weir Street	South Golden Road to US-6		Golden/Jefferson County
Minor Arterials:				
	1) South Golden Road	Johnson Road to US-40 (West Colfax)		Golden/Jefferson County
	2) 19th Street	US-6 (Northwest Parkway) to Ford Street		Golden
	3) County Road 93	US-40 to US-6		Golden/Jefferson County/CDOT

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Functional Class	Facility	Project Limits	Description	Jurisdiction
	4) 10th Street/ 44th Ave.	Washington to McIntyre	■ Upgrade road to high-standard 2-lane arterial with turn lanes, 4-ft shoulders and curb, gutters and sidewalks where appropriate	Golden/Jefferson County
Collector:	1) Ford Street	13th Street to SH 93	■ Upgrade Ford Street to 2-lane collector street	Golden
	2) Iowa Street	Ford Street to SH 93	■ Construct new 2-lane collector street between Washington and SH 93 and upgrade street from Washington to Ford	Golden
	3) Washington Avenue	11th Street to 14th Street	■ Reconstruct 2-lane collector street with on-street parking	Golden

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 RECOMMENDED PROJECTS
 GOLDEN THOROUGHFARE PLAN

Functional Class	Facility	Project Limits	Description	Jurisdiction
	4) Maple/Elm/ Illinois	11th Street to Jefferson County Parkway	<ul style="list-style-type: none"> ■ Upgrade Maple Street to collector standards; provide transition to Maple Street; construct new collector street on Maple-Illinois alignment from 19th Street to Jefferson County Parkway 	Golden
	5) 12th Avenue Collector	Weir Street to Lariat Loop Road	<ul style="list-style-type: none"> ■ Construct new roadway 	Golden
	6) Eagle Ridge Drive	Eagle Ridge Drive to 12th Avenue Collector	<ul style="list-style-type: none"> ■ Construct new collector street (extension of Eagle Ridge Drive) 	Golden